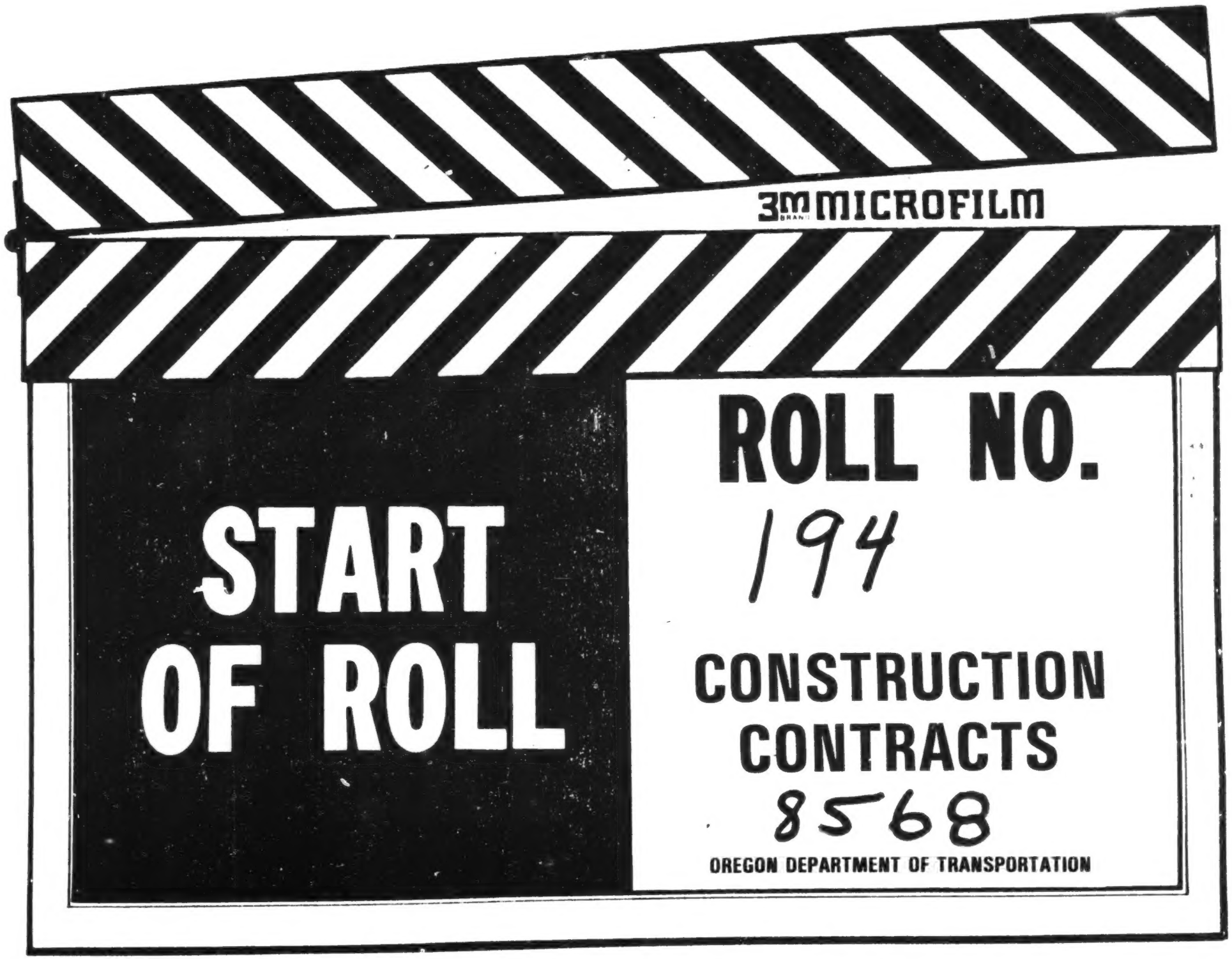
3M MICROFILM
START
OF ROLL
ROLL NO.
194
CONSTRUCTION
CONTRACTS
8568
OREGON DEPARTMENT OF TRANSPORTATION

8568 Barnett Road at Black Oak 1977
Drive in Medford.
(Traffic signal installation)

C+A 5628 4-20-76

#8568 4-20-79 STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 - 738 - 628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4-20-79	T. P. Lowe, Area Engineer	M-2430(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-11-78	6-8-78	100 %	90 days

APPROVED EXTENSIONS	LOCATION
—	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BARNETT ROAD-BLACK OAK DRIVE
BARNETT ROAD
Traffic Signal Installation

RECEIVED
STATE HWY ENGR
MAY 1 - '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5-1 cy to Keaseyp

COPY SENT

APR 30 1979

Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER V. V. Cusack	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer Program Operations Engineer	DATE: 4-25-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8568

June 14, 1978

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8568 awarded to Sims Electric of Medford, Inc., for traffic signal installation on Barnett Road at Black Oak Drive in Jackson County was completed on January 11, 1978, and accepted by the State Highway Engineer on June 8, 1978.

Final payment in the amount of $1133.10 will be released to the contractor after June 19, 1978. The total contract amount is $22,662 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly youre,

C. W. Head
COMMISSION SERVICES

dda

cc Sims Electric of Medford, Inc.
P. O. Box 1430
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8568

OREGON STATE HIGHWAY DIVISION

Form 81-134-1181

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Medford
City Hall
Medford, OR 97501

Attention of Robert Kortt
Traffic Engineer

Request No. (assigned by staff engineer or head of section) cc 1795

Date February 16, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $2,230.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$450.00	
		To be transferred to State Highway funds for the Barnett Rd. @ Black Oak Drive Sec. (FAU 2430) Acct. Ref. MEDFOCI-001730-LPU		1,780.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,230.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 315-1095-295

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8568

Form 81-734-1384 (9-77)

FAUS

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

1-16-78

Intermediate ☐
Final ☒

Project Name				Contract No.
Barnett Rd. @ Black Oak Dr.				8568
Highway			County	Prefix No.
FAU 2430 (Barnett Rd.)			Jackson	315-1095
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality Satisfactory	Contract Work Progress Satisfactory	F.A. Project No. M-2430(1)
Inspection date 16 Jan 1978		By Keith L. Martin, Project Monitor		
In company with Robert Kortt, Medford Traffic/Resident Engineer; Dwayne Prose OSHD				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Visual Inspection showed installation to be in substantial compliance with the plans or specifications.

Contractor had not submitted all payrolls and E.E.O. reports at the time of this inspection.

City forces will install permanent paving striping which conforms with plans as soon as weather permits.

Controller was pretested by the Highway Electrical Superintendent.

The contract was for labor with material furnished by the city. The city will be reimbursed for the material by a state force order charged to the contract.

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 21 1978
File: PM FA LG OP
TAA

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

11 Jan 78	Date opened to traffic or in operation
11 Jan 78	Date of Second Notification
N/A	Date Contractor's notice for semi-final inspection received
N/A	Date Contractor removed equipment, plant, etc.
15 Mar 78	Estimated submittal date of semi-final estimate
16 Jan 78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only) ✓
Project Engineer (If Applicable)

Signed Keith L Martin

Title Monitoring Engineer

8568

8

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Barnett and Black Oak, Medford, Oregon	WEEK ENDING: January 14, 1978
		SECTION PREFIX: 315-1095
	HIGHWAY: Barnett Road, City Street No. 2470	COUNTY: Jackson
NAME OF JOB: Signalization, Barnett & Black Oak	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric of Medford	CONTRACT NUMBER: 8568	FEDERAL AID PROJECT NUMBER: M-2430(1)
DATE OF CONTRACT: August 22, 1977	DATE WORK STARTED: September 6, 1977	ESTIMATED COMPLETION DATE: January 11, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 90
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 31,802.08		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 26,251.68	ENGINEERING AUTHORIZATION: $ 5,550.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,251.68	ENGINEERING COST TO DATE: $ 2,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: January 11, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Kessey — Richards
Bond — Glerin
Jackmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inloes — Widmer

RECEIVED
FEB 1 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Sims had two men on job. Finishing pedestrian push-button installations. Gordon Dale from Signal Systems, Inc. checked controller, controller cabinet and other cabinet accessories. Controller programmed.
TUESDAY	Sims had two men on job. Installed flasher cabinet on Pole No. 6. (Signal Ahead installation)
WEDNESDAY	Sims Electric had two men on job finishing all miscellaneous duties and work.
THURSDAY	Signals placed in normal operating service at 9:00 a.m. by Robert Kortt, City Traffic Engineer, for City of Medford. Present were Jim Long, City of Medford Signal Technician and Ralph Cluff from Sims Electric.
FRIDAY	No work.
SATURDAY	

REMARKS

SIGNED Robert D. Kortt LOCATION City of Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Robert Kortt
Traffic Engineer
Medford City Hall
Medford, OR 97501

August 24, 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 26 1977
TAA Bjorklund File: PM FA LG OP

Dear Mr. Kortt:

This will acknowledge your letter of August 18, 1977, transmitting check number 962 dated 8/18/77 in the amount of $2,230.00 as an advance deposit for the city of Medfords FAUS Barnett Road at Black Oak Drive Signalization Project No. M-2430 (1).

By a copy of this letter your check is being forwarded to Mr. Skoog, Controller, for routine handling.

Also, this is to advise that upon receipt of the check August 22, 1977 the contract was awarded.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
V.E. Skoog
George Thornton
Keith Martin

8568.

August 3, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
E. S. HUNTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Barnett Road at Black Oak Dr. (Medford)
Oregon Project No. H-2430(1)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on July 28, 1977, with Sims Electric of Medford, Inc. submitting the low bid in the amount of $23,754.00, which is $7,398.00 or 45.2% above our engineer's estimate of $16,356.50. Two other bids were received in the amounts of $24,014.50 and $27,340.38.

The City of Medford is supplying almost all the signal materials on this project. We have had limited experience in estimating projects where the contractor furnishes only labor, equipment, and minimal amounts of material, which makes it difficult to make an accurate cost estimate.

A review of the contract estimate for this project revealed that several items had not been included in the original estimate of $16,356. Adjusting the estimate to reflect these additions gives a revised estimate of $23,421, which is within 1.4% of the low bid.

The estimate was worked up by new personnel in the traffic section and the errors were not picked up when the work was checked.

The mobilization and sidewalk construction items were simply missed when we picked the items and amounts off the plans.

The trenching cost is added to the labor of installing the conduid. This was not done in the original estimate. With 595 lineal feet of trenching at $2.00 per lineal feet, an additional $1,190.00 needs to be added.

The quantities of wire and sawcut were figured by the City of Medford, we now find the quantities they had were low. An additional 200 feet of sawcut, 1,000 feet of shielded cable and 30 gallons of epoxy are required for a total of $945.00

The rate used on the original estimate for labor and overhead was $15.00 per hour. The going rate for a journeyman electrician was $17.00 per hour. This rate has recently been increased to $20.00 per hour for a total additional amount of $1,130.00.

The profit and labor additives for these additions to our original estimate is $2,000.00. These adjustments are summarized below:

Original Estimate	$16,356.00
Mobilization (8% of $19,921)	1,500.00
Adjusted Labor Rate	1,130.00
Trenching	1,190.00
Construct Sidewalk	300.00
Adjusted Quantities of Wire and Sawcut	945.00
Profit and Labor Additives	2,000.00
Revised Estimate	$23,421.00

On April 28, 1977 we took bids on a similar project, Pacific Highway East at Chemawa Road, Project No. NHS-26(7) in the amount of $24,900.36. This project is similar in that the amount of work and the type of work is approximately the same as this project in Medford. Also, the signals are being furnished on both projects. This adds credence to our revised estimate and the inaccuracy of the original estimate.

Based on the revised cost estimate, the three competitive bids which were received, and the potential cost of delaying the project, we feel we would not receive a lower bid if we did readvertise, therefore, we recommend the low bid of $23,754 be accepted.

bc: E. S. Hunter
C. T. Keasey
L. E. George
D. H. Moehring
Alfred Shirley, Jr.

DAR/JII:dpy

medford.

August 1, 1977

City of Medford
City Hall
Medford, OR 97501

Attention Mr. Robert D. Kortt
City Traffic Engineer

Gentlemen:

On July 28, 1977 the lowest of three bidders on the Barnett Road at Black Oak Drive Section was Sims Electric of Medford, Inc., P. O. Box 1430, Medford, OR 97501, which bid is approximately 15% greater than our estimate. Since this was above the 10% limit, it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project the following advance deposit is required from the City prior to awarding the contract:

Bid Items	
Additional Anticipated Items	$23,754.00
4-1/2% Contingencies	31,750.00
10% Engineering	2,497.68
Less City Furnished Signal Equipment	5,550.40
	-31,750.00
ESTIMATED TOTAL COST	$31,802.08

City's Advance Deposit:

7% of $31,802.08 = $2,226.15, or say $2,230.00.

Please make your check in the amount of $2,230.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, P. O. Box 1128, Roseburg, OR 97470, prior to August 19, 1977.

Very truly yours,

Robert H. Prange
Local Program Manager

FH:ljt

bc w/att: Glen Clark, Region 3: Upon receipt of Medford's check notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-311 and submit to Finance Branch.

8568

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-2430(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-86

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	FAU 2430	City street

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL LOCATION:

"Barnett Road at Black Oak Drive (Medford) Section"

GENERAL DESCRIPTION OF WORK:

Traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) City furnished signal equipment $31,750.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $52,916 - Federal funds $45,400.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77	G. K. Hoogner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-655

8568

FORM 81-784-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 16, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Barnett Rd. @ Black Oak Dr.
FAUS-2430 Signal Project
Medford City
Jackson County

The subject signal project is located in Southeast Medford at the intersection of Barnett Road, an arterial, and Black Oak Drive, a residential collector. Land use at the intersection corners includes a parochial high school, a church, and apartment building and a vacant lot which is scheduled to be developed as a neighborhood shopping center. Average daily traffic on the west leg of Barnett Rd. is 11,000 and 8,000 on the east leg; ADT on Black Oak Dr. is 2000 on the north leg and 3000 on the south leg.

The project is a five-phase traffic accuated signal replacing stop signs on Black Oak Dr. The project includes the placement of a curb on one corner. There are curbs existing on the other three corners. No new right-of-way is required and no basic traffic patterns will be changed. Traffic that now flows freely on Barnett will be stopped intermittently. The negative impact of this on air quality will be balanced by shorter waiting periods for autos stopped on Black Oak Drive. No other negative impacts are anticipated from the project.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Significant.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GAP:GR:cjh

cc: E. S. Hunter ✓
Alfred Shirley
Eb Engelmann

Rulien
fans

Department of Transportation

HIGHWAY DIVISION

PRO 6

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. Robert D. Kortt
City Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

November 8, 1976

Dear Mr. Kortt:

This will acknowledge your letter of October 29, 1976, forwarding signed copies of the Right-of-Way Certificate for your FAUS Barnet Road-Black Oak Drive Traffic Sginal Project No. M-2430(1).

By a copy of this letter, the certificate is being forwarded to the Program Management Section for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
George Thornton
Kieth Martin

RECEIVED
COUNTY & CITY SECTION
NOV 10 1976
☐ ENGR. ☐ COOR. ☒ DE ☐ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
NOV 10 '76
REFER
FOR
Info | Investigate | R/D | Action | File | Letter | See me

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

October 29, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: FAUS Project M-2430(1)
Barnett Road at Black Oak Drive

Gentlemen:

Returned herewith are two signed copies of the Right-of-Way Certificate for FAUS Project No. M-2430(1).

The Certificate has been signed by Mayor Fagone and City Recorder Kirkham. A copy has been retained for our files.

If there are any questions, please advise.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf
Atch.

ROSEBURG REGION
RECEIVED
NOV - 2 1976

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-2430(1)
Project Name Barnett Road at Black Oak Drive (Medford)
Section, FAU 2430

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 29th day of October 1976

City of Medford

Sebastiano J. Fagone Mayor

Emily H. Kirkham City Recorder

11-12-74
cc: J.R. Oakes
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-2430(1)
Project Name Barnett Road at Black Oak Drive (Medford)
Section, FAU 2430

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

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☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 29th day of October 1976

City of Medford

Sebastiano J. Fagone
Sebastiano J. Fagone Mayor

Emily H. Kirkham
Emily H. Kirkham City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8568 8-12-76

FEDERAL AID PROJECT NO.: [redacted]30(1)

STATE PROJECT NO.: See below

FROM: G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO. M-86

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
AUG 16 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☑ UDE ☑ CE ☐ RE ☑ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	8-12-76	FAU 2430
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
"Barnett Road at Black Oak Drive (Medford) Section".

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering & Traffic Signal (Code Y031 miles 0.0).

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at TEC $2,000. - $1,714.

☒ OTHER (Specify) Program Approval
(TEC $45,000. - FF $38,580.)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 8-2-76 letter, I approve the subject project for inclusion in the Federal-aid program.

Also as requested I concur that this project is a non major action as set forth in FHPM 7-7-2. You are authorized to proceed with the work as shown above.

Based on the City of Medford's 5-28-76 and 7-13-76 letters and information furnished in Mr. Rulien's request of 8-2-76. I concur that it is in the public interest for the City of Medford to furnish to the contractor for installation steel poles, signal heads, control equipment, luminaires, illuminated signs and other hardware.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-76	G. K. Hammer for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—931-855

TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

8-2-76

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (18) (20)	City St., Barnett Road (Medford) 21 68	ADT	9,000	13,500 (66)	96 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	P.E., Traffic Signal 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	2430 7

CARD

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Jackson

NAME OF URBAN AREA (17-31): Medford

ROUTE NO. U

FEDERAL-AID: 2430

STATE: (32) City St. (36) (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 S)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE TOPICS		"Barnett Rd. @ Black Oak Dr. (Medford) Sec."	0.0	2,000	1,714	143	143 (C
5					ROW							
5					CONST (CODE) Topics Safety Y031			0.0	43,000	36,866	3,067	3,067 (C
								0.0	45,000	38,580	3,210	3,210 (C

See letters dated May 29, 1976 and May 4, 1976

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33) REMARKS

C.L.

AUG 12 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

8-2-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Barnett Road (Medford)	ADT	9,000	13,500	96	10	Oregon	41	W32	86

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
Signal								M-	2430	(1)		

SYSTEM	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Jackson	029	1 OR X 2
Medford	ROUTE NO. U — FEDERAL-AID 2430 — STATE City St. — U.S. —		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E TOPICS		"Barnett Rd. @ Black Oak Dr. (Medford) Sec."	0.0	2,000	1,714	143	143 (City)	ROW - 60' min.; Access Control None; Parking Restrictions-Complete
ROW								
CONST (CODE) Topics Safety Y031			0.0	43,000	36,866	3,067	3,067 (City)	
		PROJECT TOTALS	0.0	45,000	38,580	3,210	3,210 (City)	

REMARKS: See letters dated May 28, 1976 and May 4, 1976

APPROVAL DATES

AUG 12 1976

FHWA OREGON DIVISION

-over-

BARNETT RD. @ BLACK OAK DR. (MEDFORD) SECTION
PROJECT NO. M-2430(1)

Existing Facility: Intersection traffic controlled by stop sign on Black Oak Drive.

Barnett Rd.--60 foot curbed roadway with 4 travel lanes and left turn lane.

Black Oak Dr.--36 foot curbed roadway with 2 travel lanes

Adjacent Sections: Same as existing

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases

(2) Install traffic actuated multi-phase traffic signal, and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airport, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM50-1-70 Requirements: Exempt from State Clearinghous 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project as se paragraph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Planning as the project will not result in an alteration of la traffic flow patterns that would require a significan planning completed on underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Oregon Action

(b) Location/Design--Not a factor in the development

Note: This project is in Congressional District No. 4.

BARNETT RD. @ BLACK OAK DR. (MEDFORD) SECTION
PROJECT NO. M-2430(1)

Intersection traffic controlled by stop sign
ve.

foot curbed roadway with 4 travel lanes and left
n lane.

6 foot curbed roadway with 2 travel lanes

Same as existing

k under this project consists of the following:

engineering all phases

ffic actuated multi-phase traffic signal, and
work common to this type of project.

additional required.

port, Railroads, Water Developments, Historical
reas: None involved.

IM50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant changes in planning completed on underway.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

8568

PRO-6-2

August 2, 1976

TO S. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Hulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. M-2430(1)

We are submitting program data for one project, Item No. 86, Project No. M-2430(1), "Barnett Rd. @ Black Oak Dr. (Medford) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in PDPM 7-7-2, para. 10a.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $2,000 with an obligation of $1,714 in Federal Funds.

(3) Advance confirmation that you can make a finding in the public interest for the City of Medford to purchase, and furnish to the contractor for installation, steel poles, signal heads, control equipment, luminaires, illuminated signs and other hardware. Further information is contained in the enclosed copies of the City of Medford's letters of May 28, 1976 and July 13, 1976.

Enclosures

CL:dgk

cc: A. Shirley (Region 3)

TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-2-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
	1	City St., Barnett Road (Medford) 68			9,000	13,500	96	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (2) 14 23	NUMBER 7
	P.E., Traffic Signal								M-	2430

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		
	Urban System		Jackson		
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID	STATE (32)
	Medford		U	2430	City St. (36)(37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(43)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42		53						
5					PE TOPICS		"Barnett Rd. @ Black Oak Dr. (Medford) Sec."	0.0	2,000	1,714	143	143 (O
5					ROW							
5					CONST (CODE) Topics Safety Y031			0.0	43,000	36,866	3,067	3,067 (O
							PROJECT TOTALS	0.0	45,000	38,580	3,210	3,210 (O

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	C.L.

(16) (23)(24) (33) REMARKS

FORM PR-1 (REV. 4-61)

8-2-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Barnett Road (Medford)		9,000	13,500	96	10	Oregon	41	W32	86

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signal								M-	2430	(1)		

DS	COUNTY NAME	CODE
Urban System	Jackson	029
Medford	ROUTE NO. U / FEDERAL-AID 2430 / STATE City St. / U.S. –	PROGRAM STAGE 1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS		"Barnett Rd. @ Black Oak Dr. (Medford) Sec."	0.0	2,000	1,714	143	143 (City)	ROW - 60' min.; Access Control - None; Parking Restrictions - Complete
ROW								
CONST (CODE) Topics Safety Y031			0.0	43,000	36,866	3,067	3,067 (City)	
Y C.L.		PROJECT TOTALS	0.0	45,000	38,580	3,210	3,210 (City)	

PROVAL DATES

REMARKS

-over-

BARNETT RD. @ BLACK OAK DR. (MEDFORD) SECTION
PROJECT NO. M-2430(1)

Existing Facility: Intersection traffic controlled by stop sign on Black Oak Drive.

Barnett Rd.--60 foot curbed roadway with 4 travel lanes and left turn lane.

Black Oak Dr.--36 foot curbed roadway with 2 travel lanes

Adjacent Sections: Same as existing

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases

(2) Install traffic actuated multi-phase traffic signal, and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airport, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM50-1-70 Requirements: Exempt from State Clearing 8 Clearinghouse A-95 review under working agreeme

FHPM 7-7-2 Requirements: Nonmajor action project a paragraph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Plan as the project will not result in an alteration o traffic flow patterns that would require a signif planning completed on underway.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Ac

(b) Location/Design--Not a factor in the develop

Note: This project is in Congressional District No

BARNETT RD. @ BLACK OAK DR. (MEDFORD) SECTION
PROJECT NO. M-2430(1)

Intersection traffic controlled by stop signs
e.

oot curbed roadway with 4 travel lanes and left
lane.

foot curbed roadway with 2 travel lanes

Same as existing

under this project consists of the following:

engineering all phases

ffic actuated multi-phase traffic signal, and
ork common to this type of project.

dditional required.

ort, Railroads, Water Developments, Historical
eas: None involved.

IM50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant changes in planning completed on underway.

FHPM 7-7-5 Requirements:
(a) Public Hearings--Not required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

Form E-30 (Rev. 9-71)

8568

FAUS (1)

ITEM 70407

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Barnett Rd. @ Black Oak Drive (Medford)

Date July 19, 19 76

Highway Barnett Road (City Street) FAU 2430

Authorization No. 1

County Jackson

Survey Prefix 315-1939 (Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of Barnett Road with Black Oak Drive, which intersection is approximately 1.0 miles easterly of the Pacific Highway.

RECEIVED
COUNTY & CITY SECTION
AUG 19 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ DE
☑ RPE ☐ CE ☑ RE ☑ RPE ☐

Purpose of survey: To monitor preliminary engineering performed by the city and prepare final plans, specifications and estimates for signalization and illumination of the subject intersection.

Estimate of cost:

Field	901	200
Plans	905	300
Traffic	911	500
Utility	914	200
Proj. Mgt.	920	50
Specifications	921	250

M-2430(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

..... Field Engineer

Recommended for Approval:

J. X. Wilson
..... Regional Engineer

Recommended for Approval:

Frank E. Pospisil
..... Location Engineer

Approved:

E. J. Hunter
..... State Highway Engineer
Deputy

SP*23604-734

8-12-76
FAUS

BEN GIFFORD

8568

Rulien Swan

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Robert D. Kortt
City Traffic Engineer
Medford City Hall
Medford, OR 97501

June 17, 1976

Dear Mr. Kortt:

This will acknowledge your letter of May 28, 1976, requesting that the City be allowed to supply major components to the eventual contractor for the Barnett Road-Black Oak Drive FAUS Traffic Signal Project.

This office has no objections and after conferring with the Traffic Engineering Section in Salem, they concurred. Therefore, by a copy of this letter, the Project Management Section is being asked to prepare an amended agreement to provide for this change in procedure.

No —

You are reminded that this will not change the control equipment testing requirements, and that a materials list will require approval along with the plans and specifications.

RECEIVED
COUNTY & CITY SECTION
JUN 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

6-25-76
called Clark re.
no agreement revision
necessary & need for
justification to supply
Signal equip. He will get.
GEZ

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
L.E. George
George Thornton
Kipp Osborn

6-25-76
cc: Buz Swan

PROJECT MANAGEMENT
JUN 21 '76
REFER TO:
Info
Investigate
X

Project Management Assistant

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

May 28, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: FAUS Signal Project, Barnett Road and Black Oak

Gentlemen:

This letter is a request to amend the agreement for this signalization project to allow the City to furnish certain equipment to the eventual contractor.

The City desires to furnish the following material and hardware:

1. All signal poles, lighting poles or combination poles as per final design plans.

2. Signal controller, including cabinet and all other accessory materials and hardware mounted inside cabinet.

3. Pedestrian and vehicle signal heads including back plates, mounting hardware, push buttons and pedestrian push button signs.

4. All internally illuminated lane control signs mounted on signal mast arms. We will also furnish "Signal Ahead" signs which will either be ground mounted or on mast arms over the roadway.

5. Luminaires for street lighting including lamp and PE cell.

Thank you for this opportunity to revise the agreement to allow the City to furnish this material.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf

8568

Rulien FAUS

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

May 4, 1976

RECEIVED
COUNTY & CITY SECTION
MAY 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Dear Mr. Kortt:

During a meeting April 29, 1976, you asked if the control equipment for the upcoming FAUS traffic signal contract for Barnett Road and Black Oak Drive will have to be tested in the State's environmental test chamber. Later, on May 3, 1976, you telephoned and asked if the City could purchase control equipment and other major items for this project and supply them to the contractor and receive Federal-aid for such purchases.

Those questions have been discussed with our Salem office and with proper justification and advance FHWA approval, we see no reason why the City could not supply certain critical items to the contractor and to be reimbursed by the contract.

The testing of all control equipment will be required as a part of the specifications under which the contract will be let. This portion of the State specifications was included due to the liability factor of experimenting with untested control equipment under actual traffic conditions. Based on that premise, it would seem only logical for the City to be protected from possible litigation from an accident caused by lack of laboratory testing.

If you wish to supply any major traffic signal components to the eventual contractor selected for this project, please advise this office so that the agreement can be changed, etc.

PROJECT MANAGEMENT
MAY 10 '76
REFER TO
FOR
Info | Investigate | R/W | Action | File | Letter | See me

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
George Thornton
Keith Martin

8568

April 20, 1976

City of Medford
City Hall
Medford, OR 97501

Attn: Mrs. Emily M. Kirkham
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5628

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering signalization at Barnett Road and Black Oak Drive (FAU 2430).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

er
Att.

bc Don Harwell (agreement att.)

FAUS

LRW RSB 3-9-76 18 10-40 AM

GARY ZEHNER

CONTACTED BOB KORTT THIS DATE RE HIS STATEMENT THAT PE WAS UNDERWAY ON BARNETT ROAD-BLACK OAK DRIVE SIGNAL PROJECT.

HE WISHES NO FEDERAL PARTICIPATUIXX PARTICIPATOCXX PARTICIPATION. AND ONLY INVOLVES HIS WORK IN DEVELOPING A SIGNAL WARRANT, PREPARING THE APPLICATION, ETC. HE IS AWARE HE MUST WAIT UPON FORMAL FHWA APPROVAL.

GLEN CLARK

DT 3/4.

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ DE
☑ DPE ☒ CE ☐ RE ☐ RPE ☐

8568

March 3, 1976

Mr. Duane Scroggins
Director of Public Works
City Hall
Medford, OR 97501

COPY for 7-2 PER

Dear Duane:

The choice of words in our letter of February 13 is certainly unfortunate and I apologize for the impression it may have left with you and members of your staff.

We have conscientiously been striving to smooth out the application of Federal-aid to local area projects. For many years, the Federal Highway Administration required submittal of documentation of the qualifications of local area staffs to perform engineering functions on Federal-aid work. As evidenced by the attached copy of their October 31, 1975 letter, this requirement has been revised. However, it is still required that our files show that the necessary expertise exists on local staffs or we could jeopardize Federal funding. Complex Federal-aid projects may require the support of engineering technicians and inspectors who are versed in testing procedures, report writing and documentation peculiar to Federal-aid highway work.

625-H

I certainly appreciate and wish to continue the past excellent relationship with the City of Medford, and hope this explanation will alleviate your concerns.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc F. B. Klaboe
R. L. Schroeder (enc.)
H. S. Coulter "
L. W. Rullen
L. E. George "
A. Shirley "
Glen Clark "

LWR:ljt/ESH:ja

Box 300
Salem OR 97308
October 31, 1975

1041EC/710.31

FHWA Approval of Local Government
Engineering Forces

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As a result of conversations with members of your staff we have determined that FHWA approval of local engineering forces in all phases of Federal-aid Highway work is not a requirement. Therefore, effective immediately certification of local engineering forces is the sole responsibility of the State.

The State, of course, still retains responsibility for the adequacy of the engineering work performed by the local Governments.

Original Signed By
VERNON V. CUSACK
Engineering Coordinator

G. L. Green

cc:
OSHD (Swan)

VVC:bk

NOTED
D. F. SWAN

RECEIVED
STATE HWY ENGR
MAR 2'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PROJECT MANAGEMENT SECTION
NOV - 3 1975

Routing	Action	Info
Asst. Engineer		
Prog. Dev. Engr.		
Office Engr.		
Quality Ctrl.		
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		
Remarks:		

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

TELEPHONE: (503) 776-7485

February 20, 1976

Mr. F. B. Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Klaboe:

I am writing this letter to you as one engineer to another. It concerns Paragraph 2 of the February 13, 1976, letter from Region 3, attached. I find that paragraph of personal concern, not only to myself but the other three registered professional engineers on the City's staff licensed to practice civil engineering not only in Oregon, but also in California, Washington and other states. Two of those engineers have graduated with honors. I have worked for the California DOT Bridge Department in some very unique prestress concrete applications, have taken post-graduate courses in prestress concrete from T. Y. Lin at the University of California along with other post-graduate courses. Others on our staff have taken post-graduate courses in Traffic and Transportation Engineering (not merely a two-week short course) at Richmond Field Station, University of California, and other institutions.

I have found that in dealing with the OSHD, this paragraph, i.e. engineering professionals working for local governments must prove competency, to be a general impression given to us by personnel from your Department except at a local level. It is even more distressing to be required to argue our competency with a non-professional, non-certified engineering technician, e.g., Regional Traffic "Engineer".

I would sincerely hope that this attitude will be corrected in the future.

Very truly yours,

Duane Scroggins
Public Works Director

ahf

ESH
MIKE

PROJECT MANAGEMENT
FEB 26 76
REFER TO
Info | Investigate | R/D | Action | File

RECEIVED
STATE HWY ENGR
FEB 25 76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

168

9

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 17, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal Aid Urban System Project Requests**

Presented for your consideration at the February 24 meeting will be three requests for approval of Urban System projects.

The City of Medford is requesting a $45,000 traffic signal project at the intersection of Barnett Road and Black Oak Drive.

Two traffic signal project requests were submitted by the City of Portland. One is a $29,000 installation at the intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Park Road and the other request is a $65,000 installation at the intersection of S.W. Vermont Street and S.W. 30th Avenue.

Federal Urban System funds for these projects are estimated at $108,420, with the State providing approximately $15,290 in match funds and an equal amount being contributed by the cities.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Attachment
bc: C. W. Head
G. M. Caldwin
E. S. Hunter
H. S. Coulter
R. N. Bothman
E. L. Hardt
V. E. Skoog
Alfred Shirley
George Bell
R. L. Schroeder
L. W. Rulien
D. N. Harwell
Jack Graham

RU:mm dpy

CITY OF MEDFORD
Proposed Urban System Project

Barnett Rd. (FAU 2430) at Black Oak Dr.
Traffic Signal and Illumination
$45,000

This project entails all the necessary work and costs to signalize the intersection of Barnett Rd. and Black Oak Dr.

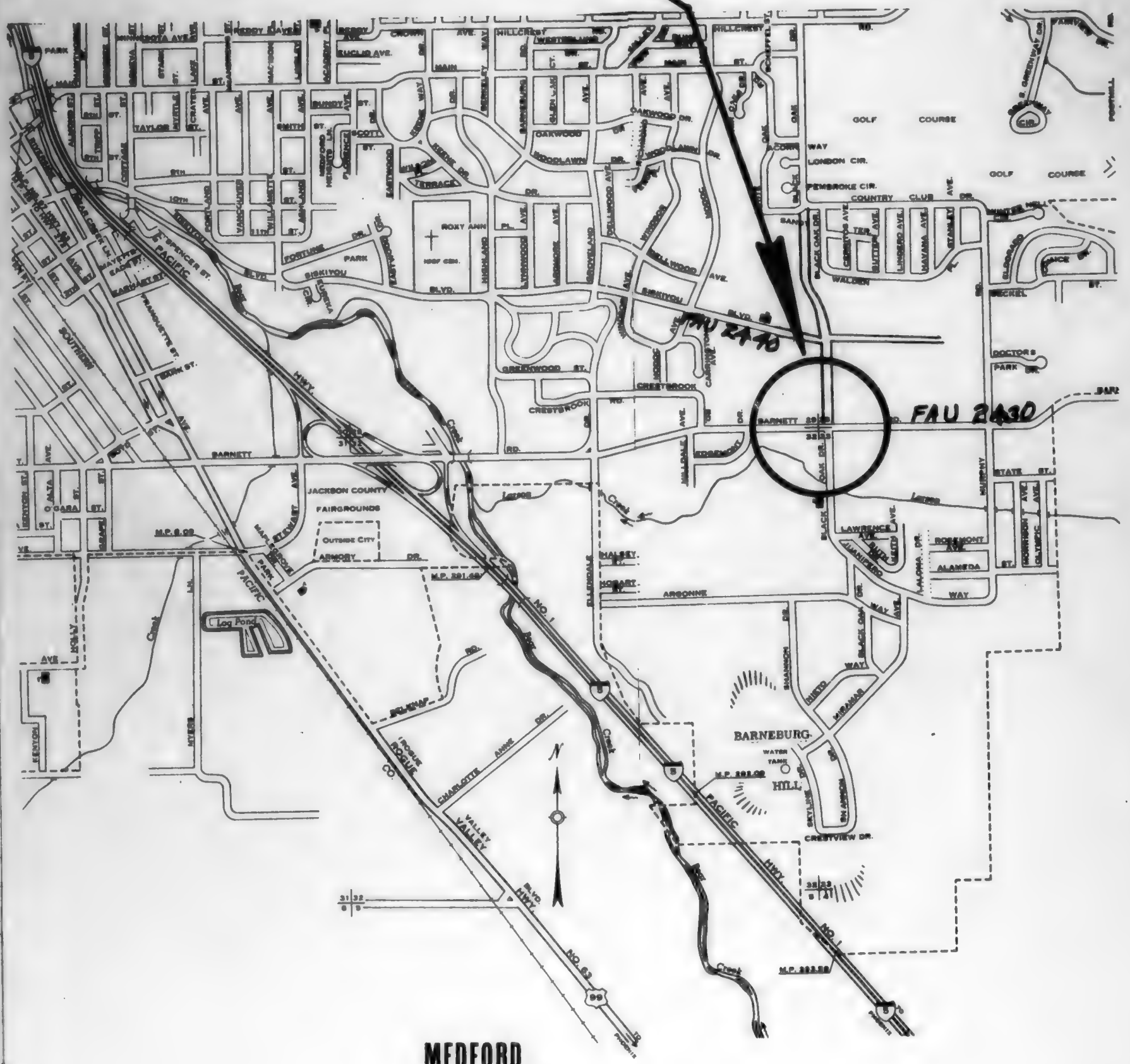
Provide necessary traffic signals.

Provide fire preemption.

Provide illumination.

Perform necessary engineering.

PROPOSED F. A. URBAN SYSTEM PROJECT



MEDFORD

JACKSON COUNTY, OREGON

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

February 13, 1976

Dear Mr. Kortt:

This will acknowledge your letter of January 28, 1976, requesting approval for construction engineering on federal-aid funded projects and also requesting an explanation as to why city forces cannot construct the traffic signal (Barnett Road at Black Oak Drive) as allowed at 10th and Oakdale in Medford.

This office has reviewed your previous submissions in regard to prequalification for performing preliminary engineering and along with our knowledge of your staff, we would approve your performing construction engineering on the Barnett Road-Black Oak Drive project when the construction phase occurs. This is not a blanket approval to perform construction engineering due to the possible complexity of other federal-aid projects. Projects with extensive grading and structures would require capabilities not noted in your earlier documents.

The situation regarding force account work by city forces is this: the FHWA specifically found it in the public interest to allow for force account work in connection with Title II projects. (Volume 6, Chapter 8, Section 2, Subsection 1 of the Federal-Aid Highway Program Manual). The Program Manual (Volume 6, Chapter 4, Section 1, Subsection 6) is just as specific that other federal-aid projects be constructed by

contract after competitive bidding. The exception is if the FHWA finds "unusual circumstances" deemed to be in the public interest. The fact that it may cost somewhat less than the contract method does not satisfy the "in the public interest" phrase. "Unusual" would be where bids were not received after advertising, etc. The intent of the law is to construct projects after competitive bidding, except for Title II projects.

We see no unusual circumstances applicable to the Barnett Road-Black Oak Drive project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L. Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
George Thornton
Keith Martin

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

January 28, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark

Subject: FAUS Project Application
Barnett Road and Black Oak Drive

Gentlemen:

Thank you for your letter of January 14, 1976, regarding above project which advised that our application is being processed.

The City is requesting approval to perform construction engineering. Preliminary engineering is being accomplished by City forces at the present time. ← NOTE

Please explain why the City may not perform the actual construction with City forces, as is our intent on the Title II project for signals at 10th and Oakdale.

On some projects, such as new traffic signals at City street intersections, we feel we can totally install the system at a cost less than going to contract bid. Our purpose in submitting this request is to stretch limited FAUS funds as far as possible by completing more projects for the dollars spent.

Thank you for your cooperation and service.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf

ROSEBURG REGION
RECEIVED
JAN 30 1976

3-9-76
called Clark RE City performing PE prior to FHWA approval. He will call city. BEB

Jans Medford

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 22, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Don Harwell
County-City Engineer

Attention: Richard Unrein
Rural Engineer

SUBJECT: Proposed Traffic Signal
Barnett Rd. @ Black Oak Dr.
Federal Aid Urban System
Medford

As with the previous traffic signal project requests from the City of Portland, we are unable to review this proposal without adequate supporting data.

Probably the matter of greatest concern with this project is whether or not a traffic signal is warranted. This cannot be determined without a traffic count of the intersection.

The project application specifies that a four-phase traffic signal is requested. This specification appears to require a review, but we are unable to do so without the proposed phasing diagram.

If this information is available, please forward it to us so that we may complete our review.

L. E. George
Traffic Engineer

TL:rj

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

January 14, 1976

Dear Mr. Kortt:

This will acknowledge your letter of January 5, 1976, forwarding an FAUS project application and letter-type environmental assessment for a traffic signal installation on Barnett Road at Black Oak Drive in Medford.

As this is in your group "A" projects, we are processing your application. Your letter-type assessment is being given to Mr. Engelmann, Regional Environmentalist, for review.

You have requested that the city be allowed to perform the actual construction with city forces. This will not be possible. The only federal-aid program specifically allowing this is Title II. Therefore, you may request approval to perform construction engineering or the state will accomplish this phase. Medford, as you know, has been approved for preliminary engineering.

Please advise which way you wish to go in this respect.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
George Thornton
Keith Martin
Eb Engelmann

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☑ DPE ☑ CE ☐ RE ☐ DPE ☐

Copy sent Glen Clark 1/20 sh

PROJECT MANAGEMENT
JAN 19 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

1-20-76
Glen
If it can be shown to be in the public interest, I see no reason why we should not perform the work. Let's discuss.
Leo

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

January 5, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen Clark

Gentlemen:

Enclosed herewith is one copy of a Federal Aid Urban System Project request for the installation of traffic signals at the intersection of Barnett and Black Oak in Medford.

This application is a copy of the project request sent to your office earlier. It was requested at that time that the project be funded by Title II, Section 209. Your letter of December 11, 1975, advised the City that the project file was closed on that request.

Also enclosed is a letter of environmental assessment for this project.

If there are any questions, please advise.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ahf

Atch.

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8568

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date *October 22, 1975*

Applicant Agency *City of Medford*
Federal Aid System Route No. *2430* Route Name *Barnett Road*
Project Name *Signalization - Barnett and Black Oak*

Project Length *One intersection* Project Location (Attach sketch map)
Project Description *Install a new traffic signal installation with illumination*

Average Daily Traffic *9,000 Barnett* Design Speed

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width *60 ft.* Travel Lanes *4 w/turn lane* Shoulders *Curb & gutter*
Medians *Two-way left turn* Parking *No*
Sidewalks *7'0"*
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes *N/A* Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES:

Description of Proposed Roadway Work *None*

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width_____ Minimum *60'* Maximum *72'*

2. Will Additional Right-of-Way Be Needed? *No* Explain_____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?_____

4. Will applicant acquire right-of-way and have State review negotiations? Yes_____ No_____

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes_____ No_____

7. Is a public hearing necessary? *No*

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? _____ If so, explain_____

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility?_____ If so, explain_____

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

None, stop signs on Black Oak

2. Proposed Signalization:

Location *Intersection of Barnett and Black Oak*

Type *Full Traffic Actuated, Volume Density on Barnett*

Phases Four
Type of Suspension Mast Arm
Interconnected No
Other Furnished with "OPTICOM" fire preemption equipment

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By City

4. Permanent Striping:

Include in project or by applicant? By City

IV. ILLUMINATION DATA

1. Present Illumination and Location:

One 400 watt mercury vapor on northwest corner

2. Proposed Illumination:

Location SE and NW corners
Type 400 watt, high pressure sodium

V. STRUCTURE DATA

1. Existing Structure:

Location N/A
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate [illegible]e of proposed structure _____

Are sidewalk/bikeways desired? _____

Are any utilities to be attached to structure? _____

FOOTNOTES: _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

VI. RAILROAD DATA

1. Are there any railroad crossings? *No* Location _____

Type of existing crossing _____
Existing crossing protection _____

Name of Railroad _____
Number of Tracks: Mainline _____ Siding _____ Total _____
Angle of Intersection _____
Sight Distance: (Direction) _____ Distance _____
(Direction) _____ Distance _____
Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

2. Will existing railroad crossing be altered? _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — *Monte Stamper, Councilman, City of Medford* Office
2. Environmental — *E.B.Engelman, OSHD, Roseburg* Office
3. Public Hearing — *N/A* Office

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections _____
No other conditions

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No _____

Does the applicant desire to perform the project construction engineering?
Yes X No _____

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 0
Right-of-Way Costs (if participating)	0
Traffic Control	42,000
Illumination	1,000
Structures	0
Railroad	0
Other _____	0
Preliminary Engineering	~~800~~ 3000
PROJECT TOTAL	$ ~~43,800.00~~ 45,000 pp.

FOOTNOTES: *If approved, City will install this signal installation on force account. ?*

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of *Medford* and/or *Jackson* County

By *Sebastiano Fagone*
Sebastiano Fagone, Mayor

By _____

By _____
Tam Moore, Board of Commissioners

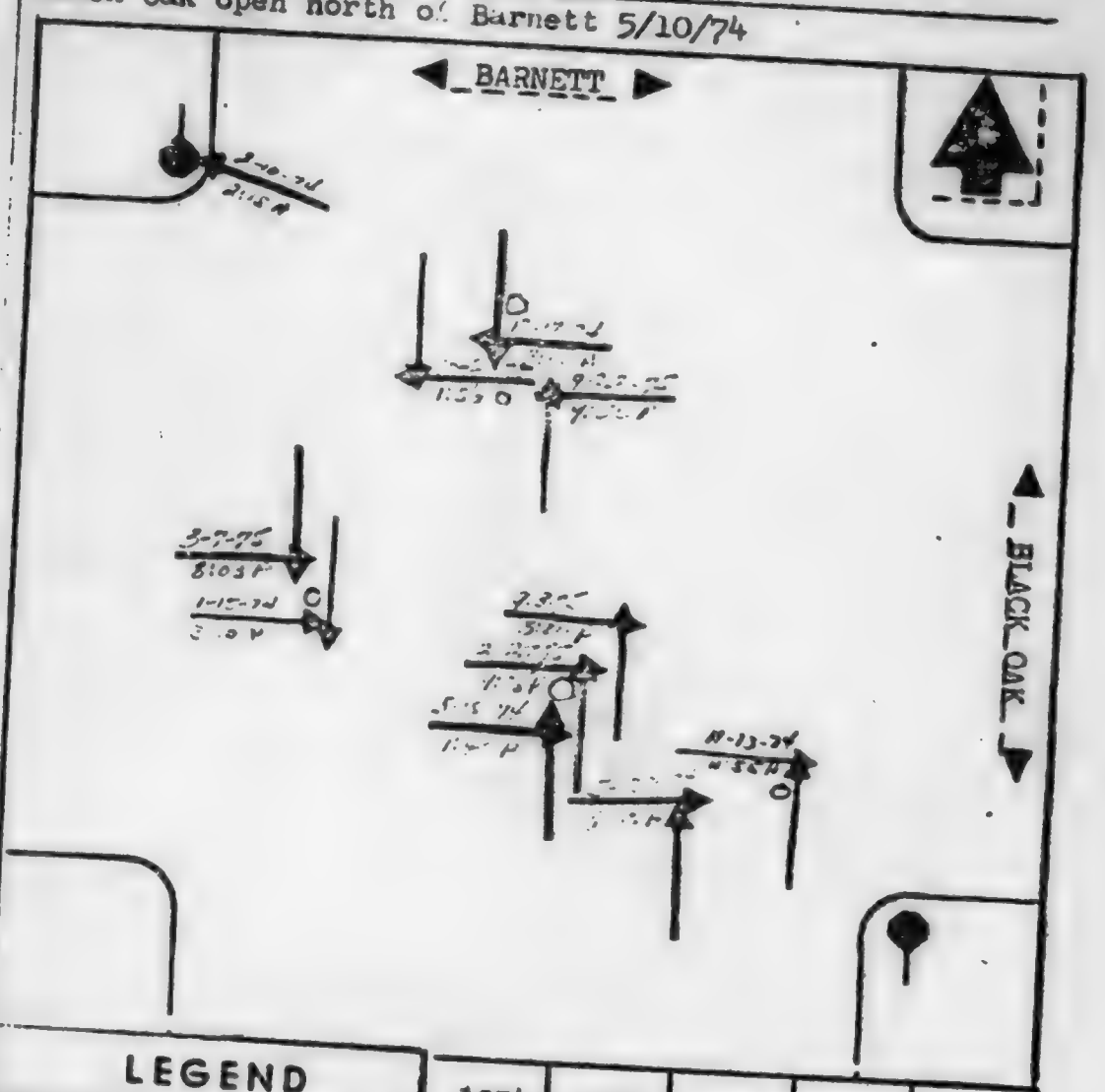
By _____

By _____

COLLISION DIAGRAM

Location BARNETT AT BLACK OAK

Black Oak open north of Barnett 5/10/74



LEGEND	1974	1975	1976		
Moving Motor Vehicle	6	4			
Pedestrian					
Parked Vehicle					
Fixed Object					
Fatal Accident					
Personal Injury					
Property Damage	3	5			

PROJECT

FAU 2430

FAU 2440

1" = 1600'

BARNEBURG HILL

MEDFORD

JACKSON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

1" = 50'

Barnett

54

60

R=30'

AT 73+20.75 L BK =
73+19.96 AH

GV

S

36' BLACK OAK

DRIVE

EXIST A C

R=20'

44

WATER

V" DITCH TO N/L
CHURCH PROPERTY
RELOCATEDEXIST GRAVEL
DRIVEWAY UPON
COMPLETION OF C&G

R=20'

12" C.P UNDER RELOC

18' OF

8569 Chiloquin (Chocktoot St. 1977
& First Ave.) Sec. in Chiloquin
(Grading & paving)

C-A 5837 10-22-76

#8569

D Q L

GEORGE H. PROCTOR
ROBERT D. PUCKETT
RICHARD FAIRCLO

PROCTOR, PUCKETT & FAIRCLO
ATTORNEYS AT LAW
280 MAIN STREET
KLAMATH FALLS, OREGON 97601

AREA CODE 503
882-4436

July ~~23~~ 24, 1980

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W.Columbia
Portland, Oregon 97201

Re: Contract No. 8564, Collier State Park-Williamson River, Klamath County.

Contract No. 8569, Chiloquin (Chocktoot St. and First Avenue) Section, Klamath County.

Roy L.Houck Construction Co. to Stuckel Rock & Paving,Inc.

Gentlemen:

Almost two years ago claim was made on the Bonds for the above Contracts. My file shows no response.

Would you please contact me regarding this at your earliest convenience?

Very truly yours,

PROCTOR, PUCKETT & FAIRCLO

By
Richard Fairclo

RF:m

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 24-80- Phoned his office - Told him we had properly filed his claim - and we could take no [illegible]

8569

OREGON STATE HIGHWAY DEPARTMENT

Date October 24, 1978

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1977

Contract # 8569 Prefix 318-1709 Survey Prefix 318-1425

Street Chocktoot Street & 1st Avenue

City Chiloquin

Payments to Contractor (see attached voucher)	$ 22,488.93*
Engineering and Contingencies	2,662.62
Survey: Total $ 5,437.73	
Prorated Share	-
TOTAL	25,151.55
Agreed State Share	25,000.00
Agreed City Share	151.55
City Advance Deposit	$ 5,200.00
Due City	$ 5,048.45

Reference: Outside Billing CC 1906

*Includes $3.41 interest.

8569

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-78	CC 1906		318-1709-295

BILL TO: Code:

City of Chiloquin

City Hall

Chiloquin, Oregon 97627

Attn: Charmaine Wells, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing on SCA Project, Chocktoot and 1st Ave., Per agreement No. 5837. Billing per attached Statement of Costs			
Total Project Costs			$25,151.55
Less SCA Funds			25,000.00
AD 312			

Advance Deposit Amount	$ 5,200.00		
Advance Deposit Previously Transferred to Highway Fund	$ -		
Balance	$ 5,200.00		
Transfer to Highway Fund	$ 151.55	Amount Due	$ 151.55
Refund Due	$ 5,048.45		
Partial or final request for billing	Final	Submitted by: Fred Hildebrandt	
Number of the previous request in connection with this service.	-0-	Approved: Gerald W. Wimer	

SP*35736-734

11-19

	315	1728	201	00	25,629.44	25,629.44	25,629.44
	315	1728	204	00	1,281.47CR	1,281.47CR	1,281.47C
	315	1728	900	00	1,168.26	1,465.01	1,465.01
			** JOB TOTALS **		25,516.23 **	25,812.98 **	25,812.98
CHESTNUT ST & FIRST AVE	CONT NO 8569 = FA PROJ NOS						00
	318	1709	201	00		973.52	24,855.52
	318	1709	203	00		810.00CR	2,370.000
	318	1709	204	00		1,116.10	
	318	1709	206	00		3.41	3.41
	318	1709	900	00		297.53	2,655 12
	318	1709	900	00 &			7.50
			** JOB TOTALS **		**	1,580.56 **	25,151.55
[illegible]	CONT NO		FA PROJ NOS				00
	323	1716	287	00			17,020.00
	323	1716	901	00			1,908.99

8-78

SEPTEMBER 1978 PAGE 407

						FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
[illegible] DEPARTMENT	PREFIX		FUNCTION		GP	CURRENT MONTH	
	323	1716	905	00			587.43
	323	1716	914	00			.48
	323	1716	920	00			44.84
	323	1716	921	00			180.64
	323	1716	923	00			51.24
			** JOB TOTALS **			** **	19,793.62
[illegible]	CONT NO		FA PROJ NOS				
	324	1733	900	00			25,000.00
	324	1733	924	00		100.96CR	
			** JOB TOTALS **			** 100.96CR **	25,000.00
8569							
[illegible]	CONT NO		FA PROJ NOS				00
	324	1733	420	00			1,017.62

11-19

	315	1451	911	00					72.00
	315	1451	920	00					547.77
	315	1451	921	00		23.30			4,234.44
			** JOB TOTALS **		**	23.30	**		
1ST AVE & CHOCKTOOT (CHILOQUI	CONT NO		* FA PROJ NOS						00
	318	1425	901	00					2,365.87
	318	1425	905	00					2,201.84
	318	1425	910	00					571.34
	318	1425	921	00					273.44
	318	1425	924	00					25.24
			** JOB TOTALS **		**		**		5,437.73
								**	
	323	1455	901	00					1,908.990
	323	1455	905	00					383.970
	323	1455	914	00					.480
	323	1455	920	00					44.840
	323	1455	921	00					180.640
	323	1455	923	00					51.240
			** JOB TOTALS **		**		**		2,570.160
3HAFF RD-WASHINGTON ST(STAYTO	CONT NO		FA PROJ NOS						00
	324	1402	910	00					1,387.00
	324	1402	914	00					99.56
	324	1402	924	00					75.72
			** JOB TOTALS **		**		**		1,562.28
2ND ST-SPRR JEFFERSON)	CONT NO		* FA PROJ NOS						00
	324	1404	905	00					46.88

TAL TO DATE JOB COST SUMMARY

SEPTEMBER 1978 PAGE 397

COST BY JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	1404	910	00			399.69
	1404	924	00		100.96	100.96
		** JOB TOTALS **		**	100.96 **	1,047.13
						00

8569

Chiloquin

Salem, Oregon
September 8, 1978

Fred Eriksen
Design Engineering Supervisor

Wayne F. Cobine
Resident Engineer

Chiloquin (Chocktoot St. & First Ave.) Section
City Streets
Klamath County

The As Constructed Narrative Report for the project shows a terrific amount of time between the beginning of work and the completion of work, 109 days for a $25,000 job! The local people must have wondered if it would ever be finished. I think perhaps this might be some kind of record.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 08 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FE:ab
cc: W. E. Schwartz

8569

FISCAL YEAR 78-79

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 5 72)

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Roy L. Houck Const. Co. 2705 Lancaster Dr., N.E. Salem, OR 97303	8/11/78	$ 1,283.03

WARRANT NUMBER 05480

8569	Principle Interest	$ 1,279.62 3.41
by		

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

8569

8

cc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1978

FILED
8:10 A.M.
AUG 10 1978
NORMA PAULUS
SECRETARY OF STATE

Mr. Richard Fairclo
Proctor, Puckett & Fairclo
Attorneys at Law
280 Main Street
Klamath Falls, OR 97601

RECEIVED
AUG 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Fairclo:

This will acknowledge receipt of your claim letter dated July 31, 1978 to Pearless Insurance Company advising them that Roy L. Houck Construction Co. owes your client, Stukel Rock & Paving, Inc., $35,072.71 for materials, crushing and equipment rental.

Your letter states this is in reference to the following Roy L. Houck Construction Co. contracts:

1. Contract No. 8564, Collier State Park-Williamson River, Klamath County.

2. Contract No. 8569 Chiloquin (Chocktoot St. and First Ave.) Section, Klamath County.

The Peerless Insurance Company furnished the bonds on these contracts. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please let us know when your client's claim has been satisfied.

NOTED ON CARDS (2)
8-14-78 cwh

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive, N.E.
Salem, OR 97303

Updegraff-Gardner Ins., Inc.
776 Commercial St.
Salem, OR 97301

Peerless Insurance Co.
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

GEORGE H. PROCTOR
ROBERT D. PUCKETT
RICHARD FAIRCLO

PROCTOR, PUCKETT & FAIRCLO
ATTORNEYS AT LAW
280 MAIN STREET
KLAMATH FALLS, OREGON 97601

AREA CODE 503
882-4436

July 31, 1978

Peerless Insurance Co.
Rathbone, King & Seeley
1 S.W. Columbis
Portland, OR 97201

Re: Roy L. Houck Construction Company Bond.

Gentlemen:

Please be advised that on behalf of Stukel Rock & Paving, Inc., claim is made against the Bond of the above, claim being in the amount of $35,072.71 for materials, crushing, and equipment rental for the following jobs:

1. Collier State Park, Williamson River, re Surfacing job No. 8564;

2. Chiloquin, Chocktoot Street and First Avenue, grading and paving, State Job No. 8569.

Very truly yours,

PROCTOR, PUCKETT & FAIRCLO

By Richard Fairclo
Richard Fairclo

RF:m

cc Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

State Highway Department
Transportation Bldg., Salem, OR

Stukel Rock & Paving, Inc.
P. O. Box 853
Klamath Falls, OR 97601

RECEIVED
AUG 1 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8569

July 28, 1978

Rathbone, King & Seeley
1 S. W. Columbia
Portland, OR 97201

Gentlemen:

On July 26, 1978, we wrote to you concerning release of final payment on Contract No. 8569 awarded to Roy L. Houck Construction Co., for work on Chocktoot Street and First Avenue in Chiloquin, Klamath County.

Final payment on this contract is $1,279.62 and the total contract amount is $22,485.52. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

cc Roy L. Houck Construction Co.
2705 Lancaster Drive NE
Salem, OR 97303

Updegraff-Gardner Ins., Inc.
776 Commercial St.
Salem, OR 97301

C. T. Keasey
Walt Hart
Dale Allen

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY: KLAMATH

CONTRACT NO.: 8569 | PROJECT NO.: 2

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: CHILOQUIN (CHOCKTOOT ST & FIRST AVE)

PREFIX NO'S.:

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	9N GENERAL EXCAVATION	LUMP SUM	9500.0000	100.00	9500.00	9500
003	9N CLASS C ASPHALT CONCRETE	TON	18.0000	850.14	15230.52	14382
	PRICE AGREEMENT ITEMS					
30301	9N REMOVE WIGGLE BARS	LUMP SUM	125.0000	100.00	125.00	
	ADJUSTMENT ITEMS					
01	9N LIQUIDATED DAMAGES	D.	30.0000	79.00	2370.00-	1560

7-25-78

GROSS RETAINAGE

TREASURER DEP SLIP

* NET RETAINAGE

DATE: 07 25 78 ... 1 856

PREVIOUS VOUCHER NO.: 18666

PREPARED BY: REW:pf

DEPT OF TRANS AUDITOR: E J Dunn

TOTAL CONTRACT ITEMS	22485.52	2232
% RETAINED ON CONTRACT ITEMS	0	1,116.
FORCE ACCOUNT		
TOTAL PAYMENTS	22,485.52	21,205.

HWAY DIVISION

MENT VOUCHER

COUNTY: KLAMATH

CONTRACT NO.: 6569 | 2

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

PREFIX NO'S.:

SECTION: CHILOQUIN (CHOCKTOOT ST & FIRST AVE)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
EXCAVATION	LUMP SUM	9500.0000	100.00	9500.00	9500.00	
ASPHALT CONCRETE	TON	18.0000	846.140	15230.52	14382.00	848.52
INCIDENT ITEMS						
STRIPING BARS	LUMP SUM	125.0000	100.00	125.00		125.00
CONTRACT ITEMS						
ROAD DAMAGES	C.	30.0000-	79.00	2370.00-	1560.00-	810.00-

8569

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

78-17

PAYEE

Roy L. Houck Const. Co.
2705 lancaster DR NE
Salem OR 97303

VOUCHER DATE	TOTAL AMOUNT
7/25/78	$ 1,279.62

CONTRACT NO.	ESTIMATE NO.
8569	2F

PERIOD COVERED: 11/6/77 to 6/9/78

APPROVED:

O. B. Jackson
DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

R J Houck
~~(DEPUTY STATE HIGHWAY ENGINEER)~~
(Designated Authority)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____
(IF FIRM OR CORP., STATE CAPACITY)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
AUG 10 1978
HIGHWAY ACCOUNTING

_____
(Signature)

81-734-1020

8569

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chiloquin (Chocktoot St. & First Ave.)		WEEK ENDING: July 1, 1978
		SECTION PREFIX: 318-1709
HIGHWAY: City Street		COUNTY: Klamath
NAME OF JOB: Chiloquin (Chocktoot St. &First Ave)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roy L. Houck Const. Co.	CONTRACT NUMBER: 8569	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 3, 1977	DATE WORK STARTED: October 25, 1977	ESTIMATED COMPLETION DATE: June 9, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: work	WORK DAYS USED: work
	SPECIFIED CALENDAR DAYS: 30	CALENDAR DAYS USED: 109
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 363
PROJECT AUTHORIZATION: $ 30,205.10		
EXCLUSIVE OF ENGINEERING: $ 27,567.10	ENGINEERING AUTHORIZATION: $ 2,638.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,946.52	ENGINEERING COST TO DATE: $ 2,335.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 16.8	PERCENT OF AUTHORIZATION: 89 %	DATE PROJECT WAS COMPLETED: June 9, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
-	-	100	-	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.01	0.01			0.13
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.01	-			0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All	400 CY			610 Ton
TOTAL QUANTITIES CORRECTED TO DATE	All	-			846 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	All	-			846 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workday CAUSE OF DELAY
SUNDAY	Mild - Partly Cloudy			-
MONDAY	Clear - Mild			-
TUESDAY	Warm - Partly Cloudy			-
WEDNESDAY	Cloudy - Showers - Mild			-
THURSDAY	Cloudy - Showers - Mild			-
FRIDAY	Clear - Warm			-
SATURDAY	Clear - Warm			-

Kessey Jackmond Hopkins Williams Johnsen Glenn

RECEIVED
JUL 3 1978
CONSTRUCTION BRANCH

Richards Berg Inloes Widmer Gebauer Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

One man worked on the Semi-final part of this week.

Semi-final submitted to Region Office Wednesday, June 28, 1978.
This is the final report for the project.

SIGNED Wayne F. Cobine LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8569

July 29, 1977

City of Chiloquin
City Hall
Chiloquin, OR 97624

Attention Mr. Lloyd Peters
City Recorder

Gentlemen:

On July 28, 1977 a satisfactory bid was received from Roy L. Houck Construction Co. for construction on Chocktoot Street and First Avenue Section.

The anticipated construction cost based on their bid is as follows:

Bid Items	$24,480.00
Railroad Protection Costs	1,700.00
Permanent Pavement Striping	200.00
4-1/2% Contingencies	1,187.10
10% Engineering	2,638.00
ESTIMATED TOTAL COST	$30,205.10

City's Advance Deposit:

$30,205.10 - $25,000 = $5,200.00

Please make your check in the amount of $5,200.00 payable to the Oregon State Highway Division and send it to Mr. Robert H. Prange, Local Programs Manager, Department of Transportation Building, Salem, Oregon 97310, prior to August 19, 1977.

Very truly yours,

for Robert H. Prange
Local Programs Manager

FH:ljt

8569

July 11, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 28 on the following projects:

1. Old Dry Creek-Ochoco Highway
   Mill Creek Road (County Road), Crook County
   Grade and Base - 28-foot top width

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Barnett Road at Black Oak Drive in Medford
   Jackson County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Chocktoot Street and First Avenue in Chiloquin
   Klamath County
   Grade and Pave - city streets with two 12-foot lanes and two 8-foot parking strips

   Same as No. 1.

4. 7th Avenue-Willamette River (Eugene)
   Eugene-Springfield Highway, Lane County
   Structure Repair

   Same as No. 2.

5. Parsons Creek Bridge
FAS A464, Marcola Road, Lane County
Structure - 37.5-foot roadway on bridge incorporating a right turn lane.

Same as No. 1.

6. Long Tom River Bridge
FAS A456, High Pass Road, Lane County
Grade, Pave and Structure - 37.5-foot roadway on structure

Grading and paving incidental to structure.
Same as No. 1.

7. N.E. Glisan Street-S.E. Division Street
East Portland Freeway Highway, Multnomah County

This section incorporates a 10-foot Class I bikeway.

8. S.W. Barbur Blvd-S.W. Taylors Ferry Road
Terwilliger Boulevard, Multnomah County

This is a bikeway project consisting of the construction of Class I and Class II bikeways.

9. S.E. Division Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structure

Grading and paving incidental to structure. 8-foot sidewalk/bikeway provided on each side of structure.

10. N.E. Prescott Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Same as No. 9.

11. N. Banfield Intchge (N.E. 102nd Avenue Structure)
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

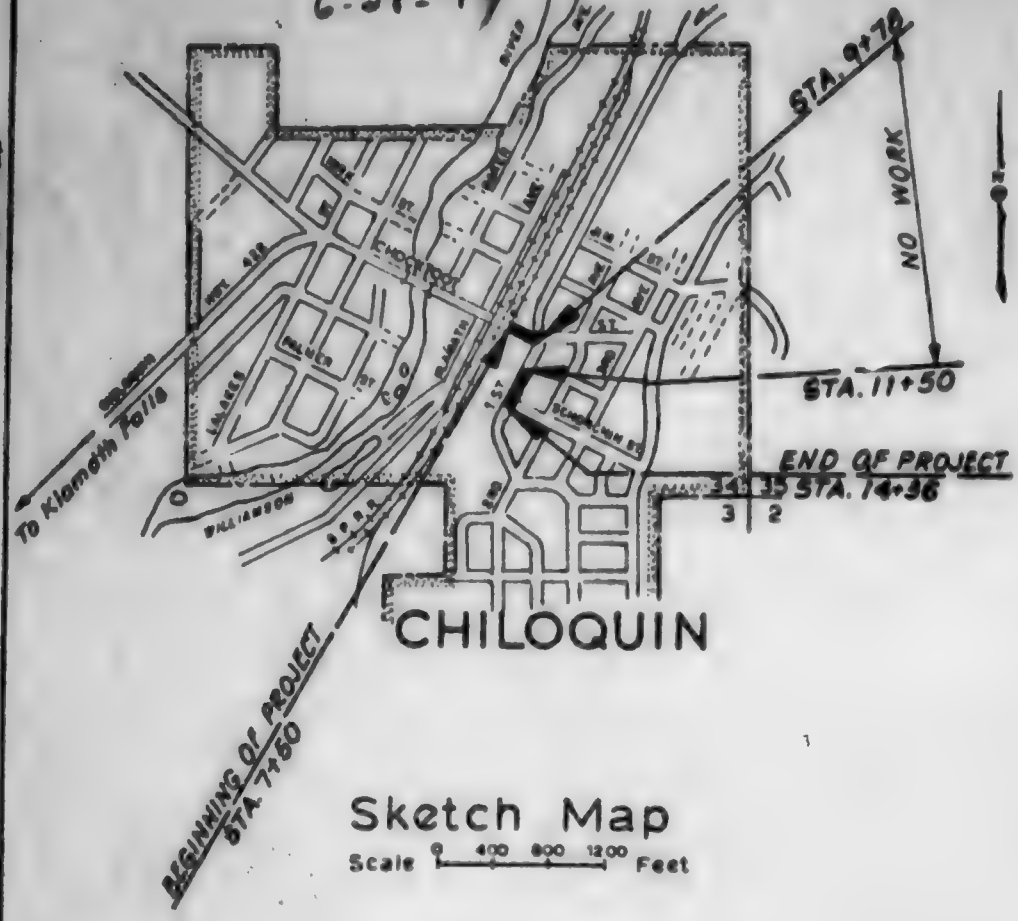
Grading and paving incidental to structure. One 8-foot sidewalk provided; structure parallels proposed I-205 bikeway.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell

2561

T.34S., R.7E., W.M.

6-28-77



Sketch Map

Scale 0 400 800 1200 Feet

No R/W Mod

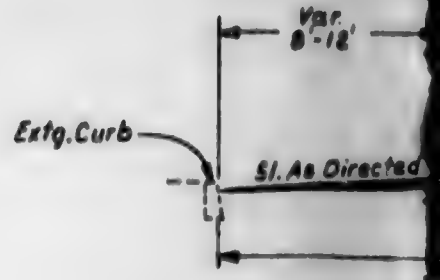
INDEX OF SHEE	
SHEET NO.	DESCRIPTION
1	Sketch Map, Typical Sec
2	Summary, Typical Sectio
3	Plan & Profile

Aggregate
Nom. Comp

Aggreg
Nom. C

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Chiloquin
BY MAYOR Beth A. Pohl
BY RECORDER Lloyd Peters
DATE 6/28/77



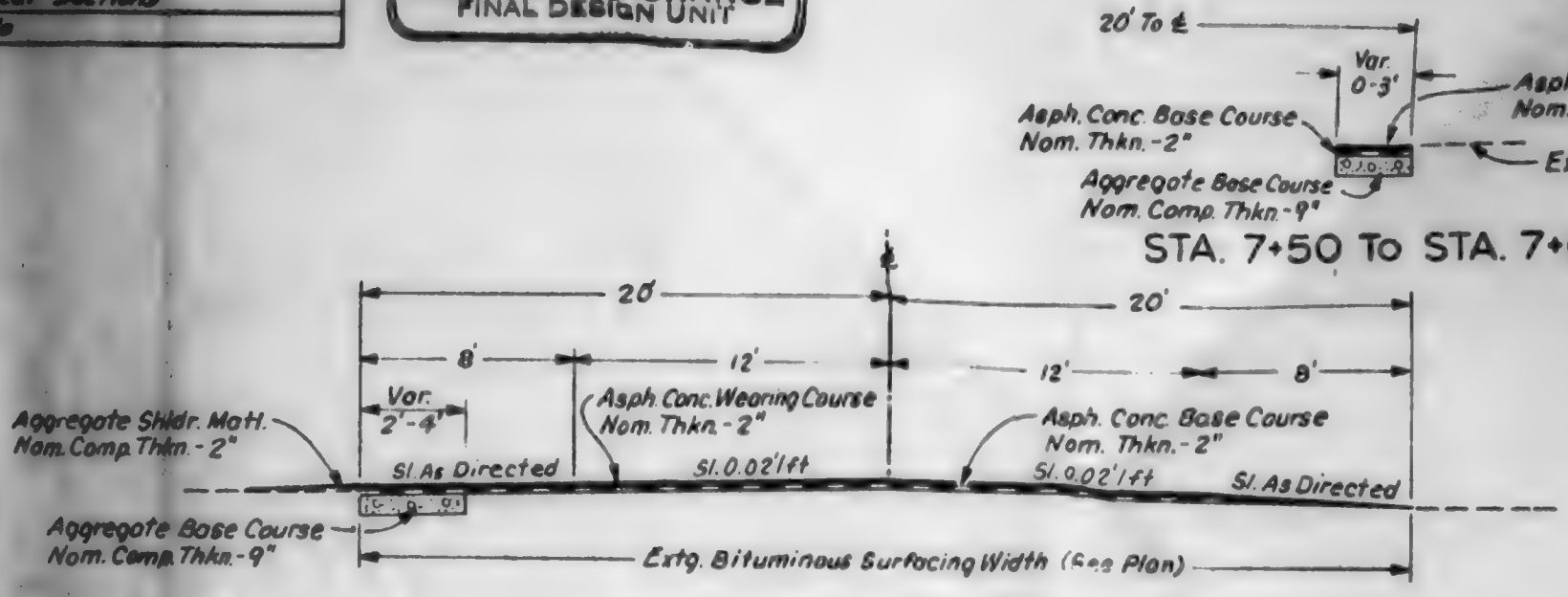
Eriksen, Cox & Ulmer

TYPICAL SECTIONS

CHILOQUIN CHOCKTOOT ST. CITY ST. KLAMATH CO.	
FED ROAD Dir. No.	STATE
10	OREGON

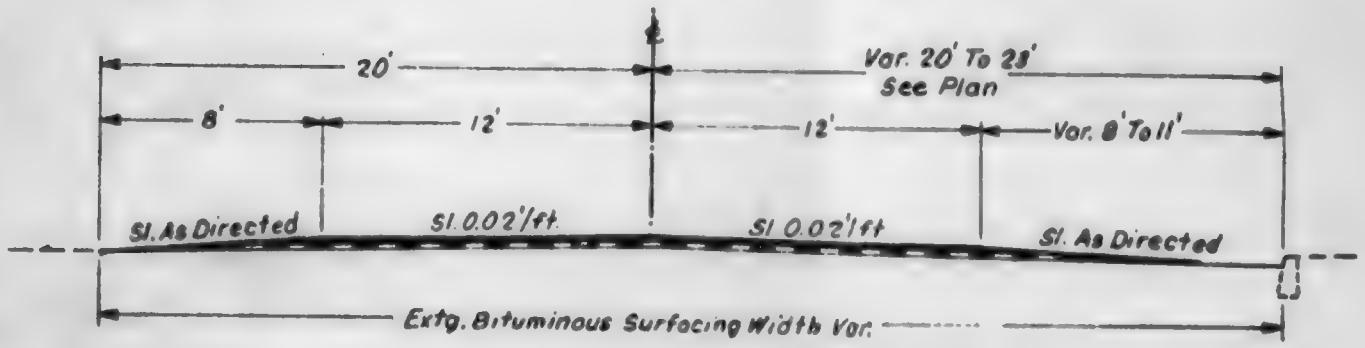
INDEX OF SHEETS	
NO.	DESCRIPTION
	Sketch Map, Typical Sections
	Summary, Typical Sections
	Plan & Profile

PRELIMINARY COPY
JUN 09 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT



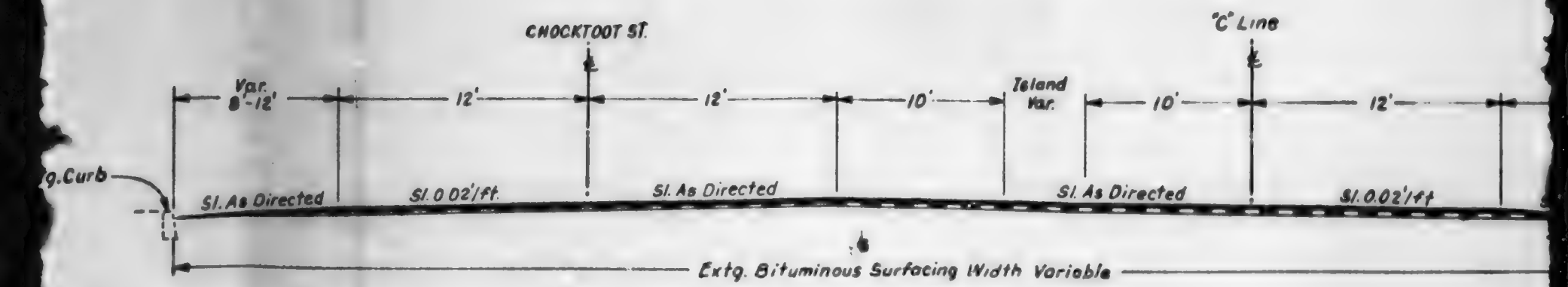
STA. 7+50 To STA. 7+60, Rt

CHOCKTOOT STREET
STA. 7+50 To STA. 8+00 Rt. & Lt.



(For Surfacing Details Not Shown, see Section Above)

CHOCKTOOT STREET
STA. 8+00 To STA. 8+55.60



(For Surfacing Details Not Shown, See Section Above)

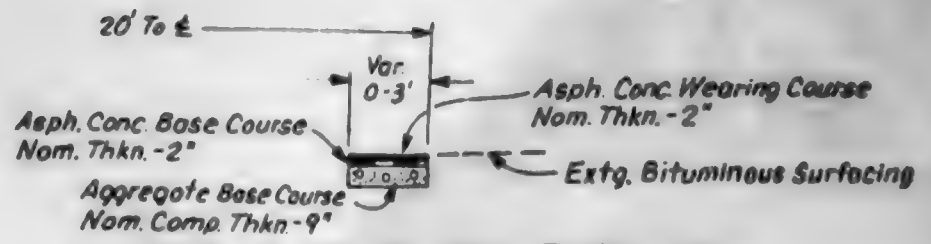
SECTION A-A
STA. 8+55.60 To STA. 9+78

Hildebrandt

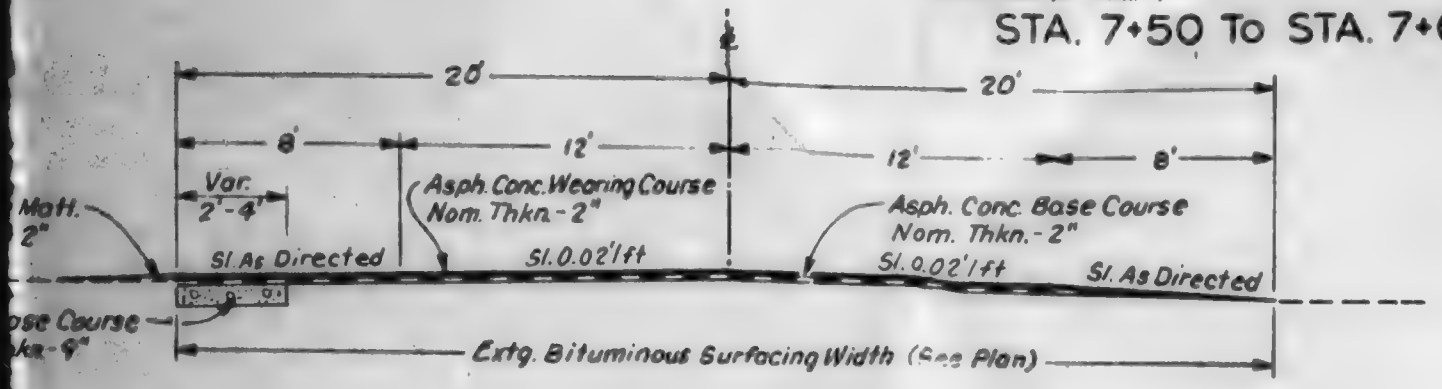
TYPICAL SECTIONS

CHILOQUIN (CHOCKTOOT ST. & FIRST AVE.) SEC CITY STREETS KLAMATH COUNTY				SHEET No. 1
FED ROAD Dtv. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

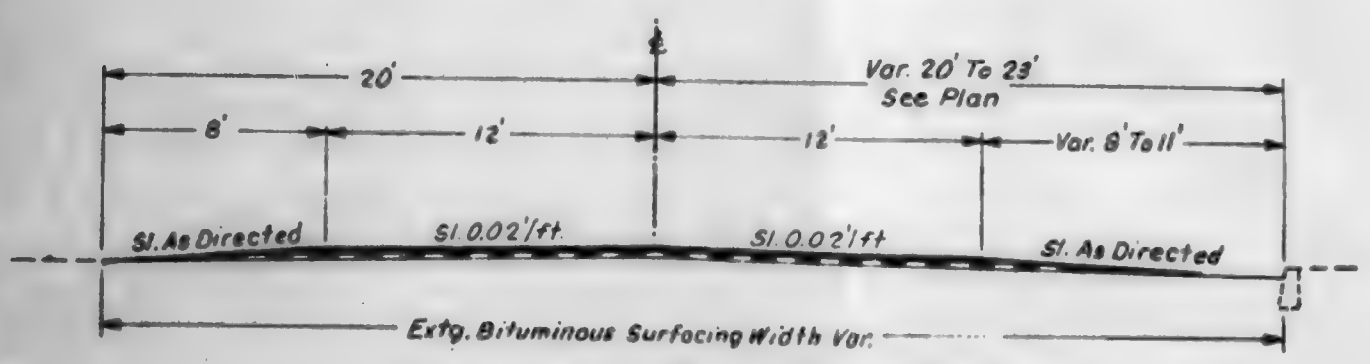
PRELIMINARY COPY
JUN 09 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT


20' To ℄
Var. 0-3'
Asph. Conc. Wearing Course Nom. Thkn.-2"
Asph. Conc. Base Course Nom. Thkn.-2"
Extg. Bituminous Surfacing
Aggregate Base Course Nom. Comp. Thkn.-9"

STA. 7+50 To STA. 7+60, Rt.

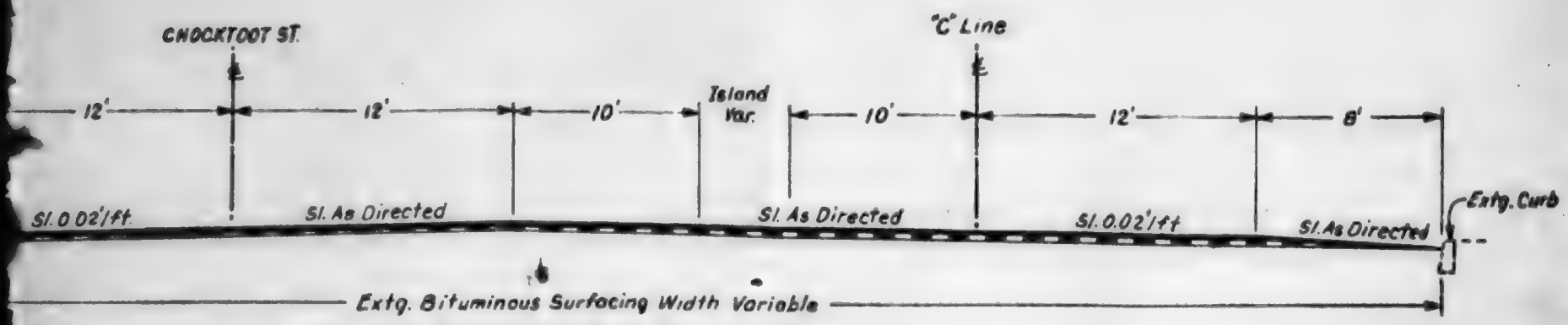


CHOCKTOOT STREET
STA. 7+50 To STA. 8+00 Rt. & Lt.



(For Surfacing Details Not Shown, See Section Above)

CHOCKTOOT STREET
STA. 8+00 To STA. 8+55.60



(For Surfacing Details Not Shown, See Section Above)

SECTION A-A
STA. 8+55.60 To STA. 9+78

8569

Section Chiloquin (Cl. Hoot St. & First Ave.) Programming Estimate $ _____

Highway City Streets Project Length 0.1 mile

County Klamath 6-17-77 Completion Time 30 cal w/days

Kind of Work Grading & Paving (Oct. 1, 1977)

Prefix 218-1425 f FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 23,315

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	1700	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		$ 1900
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		

$ 25,215

Contingencies (4-1/2%) 1,134 68

Engineering (10 %) 2,521 50

SUBTOTAL $ _____

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 28,871 18

APPROVED

_____

Road Design Engineer

(July 28)

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1

Date 6-17-77

Section Chiloquin (Chocktoot St. & First Ave.)

County Klamath

Kind Of Work Grading And Paving

Length 0.1mi.

Name Galloway

6-21-77 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	General Excavation		Lump Sum	All	—	4,160.00
2	1"-0 Aggregate Base		Ton	400	9.00	3,600.00
3	Class "C" Asphalt Concrete		Ton	610	25.50	15,555.-
						23,315.-

8589

June 13, 1977

Mr. Lloyd Peters
City Recorder
City Hall
Chiloquin, OR 97624

Dear Mr. Peters:

Enclosed are two sets of preliminary plans for the 1977 Special City Allotment project on Chocktoot and First Avenue. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a street, as shown on these preliminary plans, is currently estimated to cost $27,500. The State's share would be $25,000.

Recommended changes you suggest should reach this office by July 1, 1977 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Robert H. Prange
Local Projects Manager
Program Management Section

RHP:FFH:ljt

Enclosure

5-20-77 -

Talked to Mr. Peters of Chilogan in regards to length of Project & Costs. He stated we should stay within the 25,000 we agreed that Chocktoot Street - and the 150' of 1st ave. Through the inter section would be done.

Through our discussion He stated that They were "hi" on the list for EDA approval of a water System and would know by June 3rd. He will let us know as soon as possible If we should delay the letting.

Hildebrandt

5-20-77

Fred Erickson Figured a Cost to Extend Project Sta 11 through Intersection (Schonchin) to be at $26,500.00 - I Told him to go ahead. Set the project up for 7/28/77.

(OK)

5-26-77

Called City of Chiloquin told them the new Estimate was $30,000 through intersect. Said to go ahead.

(OK)

783 - 2717

Form 81-734-3106

Job No. .....

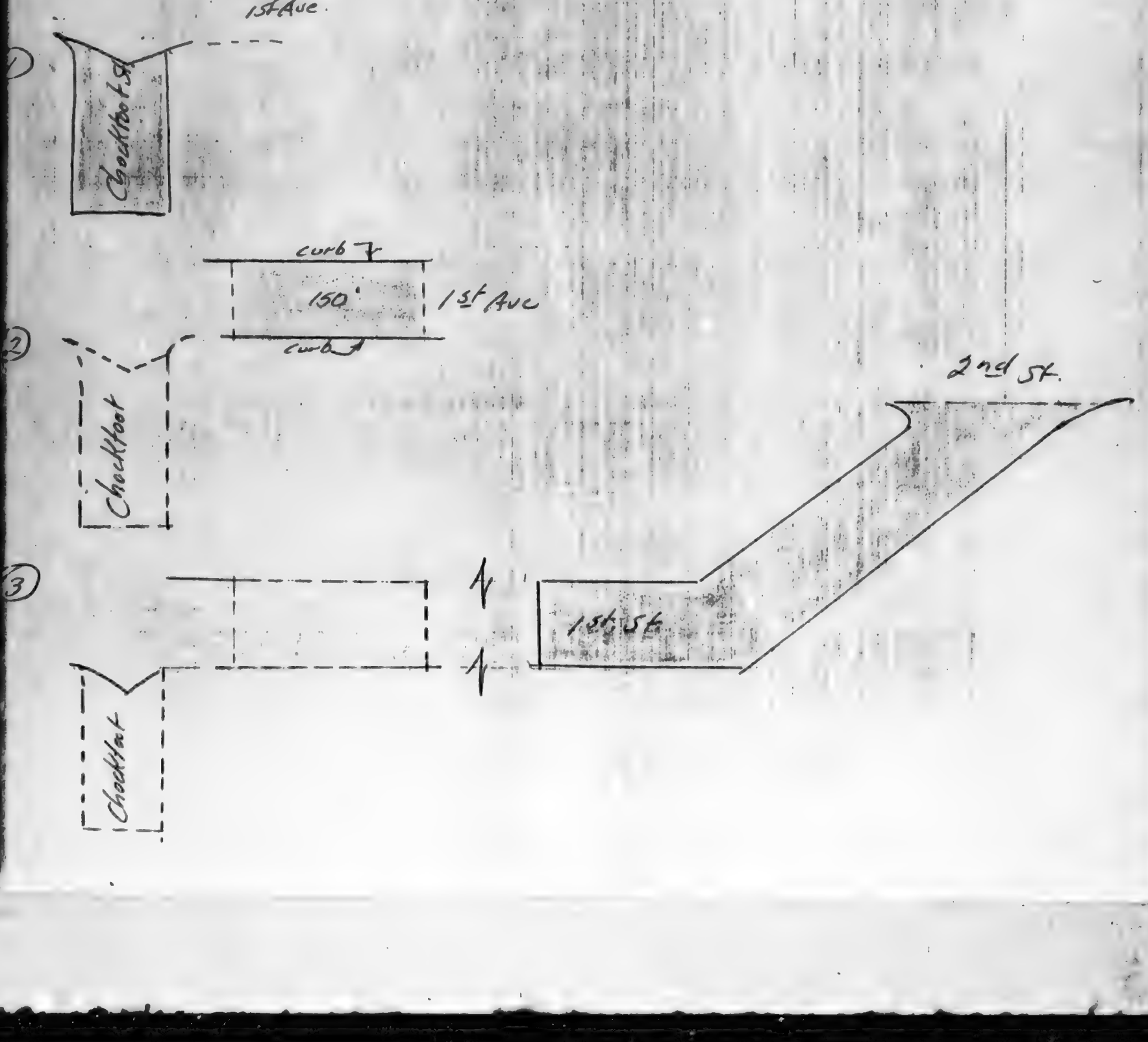
Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Chiloquin (1st Ave. & Chocktoot St.) Klamath County

Made by ..... 19..... Checked by ..... 19..... Backchecked by ..... 19.....

Project	Cost
(1) Chocktoot St.	$12,047.00 *
(2) 1st Ave (150' between curbs)	12,166.00 '
(3) 1st Ave (Sta 13+00 - 20+30)	31,781.00
(1) Chocktoot St. & 150' of 1st Ave	22,160.00
(-) Chiloquin (1st Ave. & Chocktoot St.)	44,428.00



8569

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 16, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Chiloquin (Chocktoot & First Sts.)
City Street
Klamath County

TO: R. Sandmann
Regional Construction Engineer

As discussed in our telephone conversation last week attached are estimates for the grading and paving work on the subject project based on the following base designs:

CHOCKTOOT STREET & FIRST STREET

New--[4" Class "C" A.C.--Overlay
Work-[9" Aggregate Base

1" Class "C" leveling and patching

Note that the original project as submitted for the work on Chocktoot Street and First Street (Station 13+00 to 20+30) is estimated to cost $42,391, which is beyond the City's funding capability.

Since the time of the original submittal we have been advised that another 150 feet section of First Street is in need of extensive rehabilitation and it might be the desire of the City to utilize their limited funding to do the work on Chocktoot Street and the 150 foot section of First Street. This is estimated to cost approximately $23,103.

We have broken out the cost of the separate segments of work so that they can be used in any combination desired.

Please contact the City and advise them of the costs and various alternatives and let us know what is decided. This project is scheduled for a June 23, 1977, letting at the present and we must have an answer by Thursday, May 19, if we are to maintain that date.

DOC:az
cc: C. Williams
F. Eriksen
A. Brummitt
F. Hildebrandt

Chocktoot - 11,495
1st - 11,608
30 797

NOTED
[illegible] HOLMES

PROJECT MANAGEMENT
MAY 17 '77
REFER TO: FRED
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8569

FORM 81-736.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1977

Salem, Oregon

FILE:

FROM: Rod Henry
for J.B. Boyd, R/W Engineer

SUBJECT: Right of Way Status
Federal-Aid Projects

TO: L.W. Ruilien
Project Management Engineer

The following projects have been inspected by our Regional R/W personnel. To the best of my knowledge the following statements are correct with regard to the rights of way on the following projects.

No additional rights of way were required for the following:

Grande Ronde River (Pierce Lane) Bridge, Union County

M4680(1) & M4755(1) Cherry St.-Wallowa Lake Hwy., Union County

Hazel St. Improvement, City of Jefferson, Marion County

N. 3rd St., City of Rockaway, Oregon Coast Hwy. to N. "F" St., Tillamook County

1977 SCA Chocktoot (R.R. R/W to 1st St.) & 1st St. (Schonchin to 2nd St.), City of Chiloquin, Klamath County

Additional R/W was acquired in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, on the following projects:

OS-1000(1) S. Umpqua River (Gazley Rd.) Bridge Section, Douglas County

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unity. These will be certified separately by the Utility Engineer.

RH:DJL:lcs
cc: R.L. Schroeder
V.E. Skoog
J.E. Chidsey
D.A. Ridings
F.R. Lowe
C.J. Mathias
each project file

PROJECT MANAGEMENT
MAR 18 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
MAINOR C. HOLMES

8569

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 2-14-77

Subject: ~~Federal-Aid~~ Project No. 1977 SCA
Project Name Chocktoot (R.R. right-of-way to 1st St.) and
1st St. (Schonchin to 2nd St.)

Regarding the above referred to ~~federal aid~~ project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

ok ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to ~~federal aid~~ project have been authorized by permit, franchise, or other approved procedure.

Signed at Chiloquin, Oregon, this 14th day of February, 1977

City of Chiloquin

Beth A. Pohll
Mayor

Floyd Titus
City Recorder

cc J.B. Boyd
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8569 Form 81-734-2068

8

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 318-1425 Highway Chocktoot St.-1st Ave. Section Chiloquin (City Streets)

Highway Class City Streets Date Dec. 1976

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy). 1"=50' on Federal Aide type mylar sheet
		X		b. Small Scale Ownership Map. No R/W requirements
		X		c. Abandonment Map.
		X		d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
X				g. Location Profile.
X				h. Located Line Cross Sections.
X				i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
	X			l. Coordinate Sheets.
		X		m. Clearing and Grubbing Chart.
X				n. Report on Bench Mark Recoveries (Form E-369)
		X		(1) Description of Bench Mark (Form E-185).
X				(2) Report on Condition of Bench Mark (Form E-186).
		X		o. Photostats of Deeds and Legal Instruments covering Ownerships.
		X		p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
		X		q. Property Appraisal and justifications for alternate facilities.
		X		r. Preliminary Soils and Material Report.
	X			s. Statement of Source of Materials and Stockpile Site (Form E-368). Specified Commercial Source
		X		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
		X		u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
		X	2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
		X	3.	Have all required temporary easements been designated as to area, type and duration?
X			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
	X		8.	Have you been over this project with a Soils representative?
		X	9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
		X		e. Rip Rap Work.
		X		f. Irrigation Ditches.
		X		g. Special Drainage Ditches.
		X		h. Channel Changes.
		X		i. Flumes.
		X		j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
		X	11.	Is relocation of a scale site necessary?
		X	12.	Does this project involve construction of a frontage road?
	X		13.	Will there be unusual difficulty in handling traffic during construction?
		X	14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature E. J. Dunn
Locating Engineer

Address Klamath Falls

FORM 81.734-2100

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION Chacktoot St - 1st Ave HIGHWAY Chiloquin City Streets LINE C'

PREFIX NO. 38 - 1425 - 701 CONTRACT NO. _____ SHRINK OR SWELL FACTOR _____

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
Abutt Ah 7+50		5					
				2			
7+60		5					
Abutt Ah							
Abutt B4							
7+60		3					
				3			
7+83		3					
				1			
8+00		1					
Abutt Ah							

FORM 81-294-3100

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION Chadwick St. - First Ave HIGHWAY Chiloquin City St. LINE 'F'

PREFIX NO. 318-1425-901 CONTRACT NO. _____ SHRINK OR SWELL FACTOR _____

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
Abut Ah. 14+35		4					
				3			
14+56		4					
Abutt Ah							
Abutt Bk							
14+56		14					
				36	1		
15+33		11	1				
				17	5		
15+82		8	5				
				19	6		
16+50		7	0				
				7			
16+75		8					
				4			
16+87		8					
Abutt Ah							
Abutt Bk							
16+87		15					
				4			
17+00		4					
				15			
18+00		4					
				17			
19+00		5					
				22	2		
19+91		8	1				
				6	1		
20+30		0					

PAGE TOTAL	150	15
SUB TOTAL	156	15

IBM NO.

PAGE NO. 2

8569

Chiloquin SCA

December 28, 1976

Mr. Lloyd Peters
City Recorder
City Hall
Chiloquin, OR 97624

RE: Chocktoot (R.R. right-of-way to 1st St.) and
1st St. (Schonchin to 2nd St.)

Dear Mr. Peters:

Although it is apparent no additional right-of-way is required for the above project, it is necessary the city furnish certification of right-of-way and utilities.

Attached are 2 copies of an instrument to be executed by the mayor and city recorder. In your case items A-1 and C-1 should be checked.

Please return 1 copy of the certification to this office as soon as possible to insure that no undue delay of the project advancement will be encountered.

Very truly yours,

for Robert H. Prange
Local Projects Manager

Encl.

FFH:dp

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

8569

CHILOQUIN (1st AVE. & CHOCKTOOT ST.)

NARRATIVE REPORT

City Streets

Prefix: 318-1425 12-20-76 Klamath County

This is a "Special City Allotment" project located within the City of Chiloquin.

The project is in two segments. One segment is on Chooktoot Street between engineer's stationing 7+50 and 9+77, (277 feet in length). Chooktoot Street is the main entrance into Chiloquin.

The second segment is located on 1st Avenue between engineer's stationing 13+00 & 20+90, (790 feet in length).

The first segment will require patching, 10 yards of aggregate and overlaying as there is sufficient width.

The second segment will require 156 cubic yards of excavation for widening, 622 tons of aggregate base and 440 tons of Class 'C' asphaltic concrete.

The original estimate for this project was $31,800. We have computed the project to cost $29,399.25.

Due to the small amount of grading involved and simplicity of this project we have set up a backhoe, blade and dump truck on an equipment rental basis.

Also due to the small amount of surfacing quantities involved a designated material source has not been set up. It is anticipated the materials will come from one of the commerical sources here in the Klamath Falls area.

Due to the small amount of excavation involved it is being requested the material become the responsibility of the contractor to dispose of.

There will not be any need for permanent type signs as the construction will probably only entail three working days. Eight portable signs have been set up to handle the traffic during construction.

There will not be any conflict with R/W or Utilities.

Basically the project is very simple and can be constructed with the minimum amount of effort.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

E. J. Dunn
Res. Engr.

8569

October 22, 1976

City of Chiloquin
City Hall
Chiloquin, OR 97624

Attention: Lloyd Peters
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5837

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of Chocktoot (Railroad right-of-way to 1st Street) and 1st Street (Schonchin to 2nd Street).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

bkr

Enclosure

bc: Don Harwell (agreement attached)

8569

SCA-77

Form E-30 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

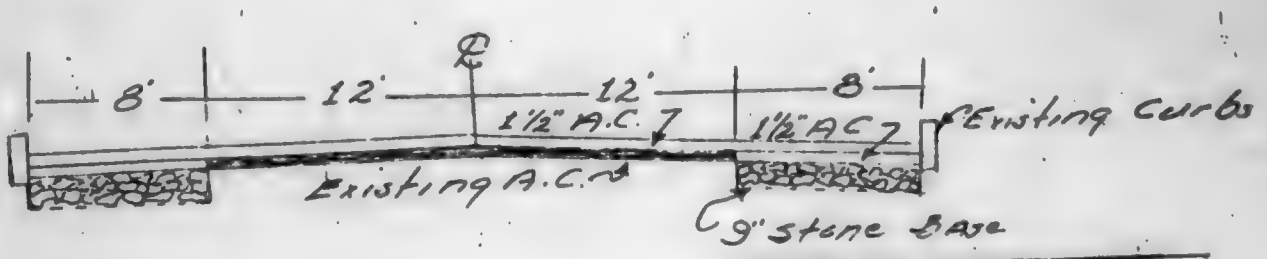
Section Chiloquin (1st. Ave. & Chocktoot St.) Date October 18, 19 76

Highway City Streets Authorization No. 1

County Klamath Survey Prefix 318-1425 -
(Assigned by Salem office)

Description of termini, route, length, etc.:

1st Avenue & Chocktoot Streets in Chiloquin, Total length 900 lineal feet.



RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ DE
☑ RPE ☐ CE ☒ LE ☐ RPE ☐

Purpose of survey:

Prepare plans, estimate & specifications for grading & surfacing.

Estimate of cost:

Field	901	2,500
Plans	905	500
R/W	309	300
Soils	910	350
Traffic	911	100
Utiltiy	914	250
Liaison	913	250
Specifications	921	150
Environmental	923	100

S.C.A.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

Requests made by:

E. J. Dunn
Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Regional Engineer

Approved:

Deputy XXXXX
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR.
SCA

8569

September 30, 1976

Lloyd Peters
City Recorder
P.O. Box 196
Chiloquin, OR 97624

Dear Mr. Peters:

Your proposed project on Chocktoot (Railroad right-of-way to 1st Street) and 1st Street (Schonchin to 2nd), was submitted and approved by the Transportation Commission for construction in 1977 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $32,800, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:dp

☐ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8569

July 13, 1976

MEMO TO THE FILES

FROM: F. F. Hildebrandt
Engineering Specialist

RE: City of Chiloquin

This is partially the same project that they asked for last year. It consists of the narrow part of the section, omits the downtown part and then again the short part between the railroad tracks and Main Street or First Street. The first part of the street runs from Second Street down to Schronchin Street and is a 23-foot piece of pavement. I used last year mileages on this section; truck route can be used from last years investigation it being the same as that portion of the street.

Proceeding on to the City Hall, east of town, I contacted Lloyd Peters, City Recorder, Treasurer and Municipal Judge. He told me there was a possibility that the southeast end of First Street, where First Street and Second Street connect, could be on private property and would probably need realignment. He also mentioned that a shopping center was going to be put in on the east side of First Street.

They would like to have this part of the street widened to 40 feet, with no curbs at this time. Chocktoat Street carries some truck traffic and all the traffic on the east side of town, as it is the only crossing across the railroad track as the entrance into town.

I would call this project a 2.

FFH:dp

Fred H

8569

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Date: July 13, 1976
City: Chiloquin Reg: 3
Population: 1971: 826 1976: 870
Street: 1st and Chocktoot
Project: City _____ State ✓

No. of Previous Projects 7
Last Project 1972 (Year)
Total SCA Funds $100,095-
Funds/Capita $ 115.05
Average/Capita $ 35.42

EXISTING
Surface Now in Place: A.C. ✓ Oil _____ Gravel _____ Concrete _____
Surface Width: 40 Ft. Shoulder-to-Shoulder Width: _____ Ft.
Curb-to-Curb Width: 40 Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED
Surfacing: A.C. ✓ Oil _____ Other _____
Pavement Width: 40 Ft. Shoulder Width: ____ Ft. C-C Width: 40 Ft.
BASE DESIGN: A.C: 3 in. Base: 9 in. Lime T.S.G.: _____
Length: 0.12 Mile, _____ Ft. Type Curb: _____ Walks _____ Ft.
Remarks:

8-18-76 ESTIMATE Prices Include 8% Mobilization

	Unit	Gross	Price	Amount
Temp. Prot. & Direct Traffic	All	100%	$	$ 1240-
General Excavation	Cu. Yd.	480	7.50	3600-
Aggr. Base	Cu. Yd.			
1"-0 Aggr. Base 9" Deep	Sq. Yd.	1430	5.40	7830-
Cement Treated Subgrade	Cu. Yd.			
Cement in Treatment	Ton			
Class "C" in AC 3" Deep	Sq. Yd.	2220	6.00	13,320-
Concrete Inlets	Each			
Concrete Curbs	Lin. Ft.			
Concrete Walks	Sq. Yd.			
Concrete Driveways	Sq. Yd.			
____Inch Sewer Pipe	Lin. Ft.			
____Inch Culvert Pipe	Lin. Ft.			
Adjust Manholes	Each			
Adjust Inlets	Each			
Asphalt in Tack	Ton	0.3	300.00	90-
			TOTAL	$ 26080
			Engineering and Contingencies (20%)	5220
			TOTAL	$ 31,300
			City's Estimated Share of Survey	$ 500
			TOTAL ESTIMATED COST	$ 31,800

Chulaquin — 1st + Checktout

Grade -

$$\frac{(18 \times 422) + (20 \times 211)}{27} \times 1^{0} \times 1.10 = 481 \text{ Cu. yd.}$$

Surfacing -

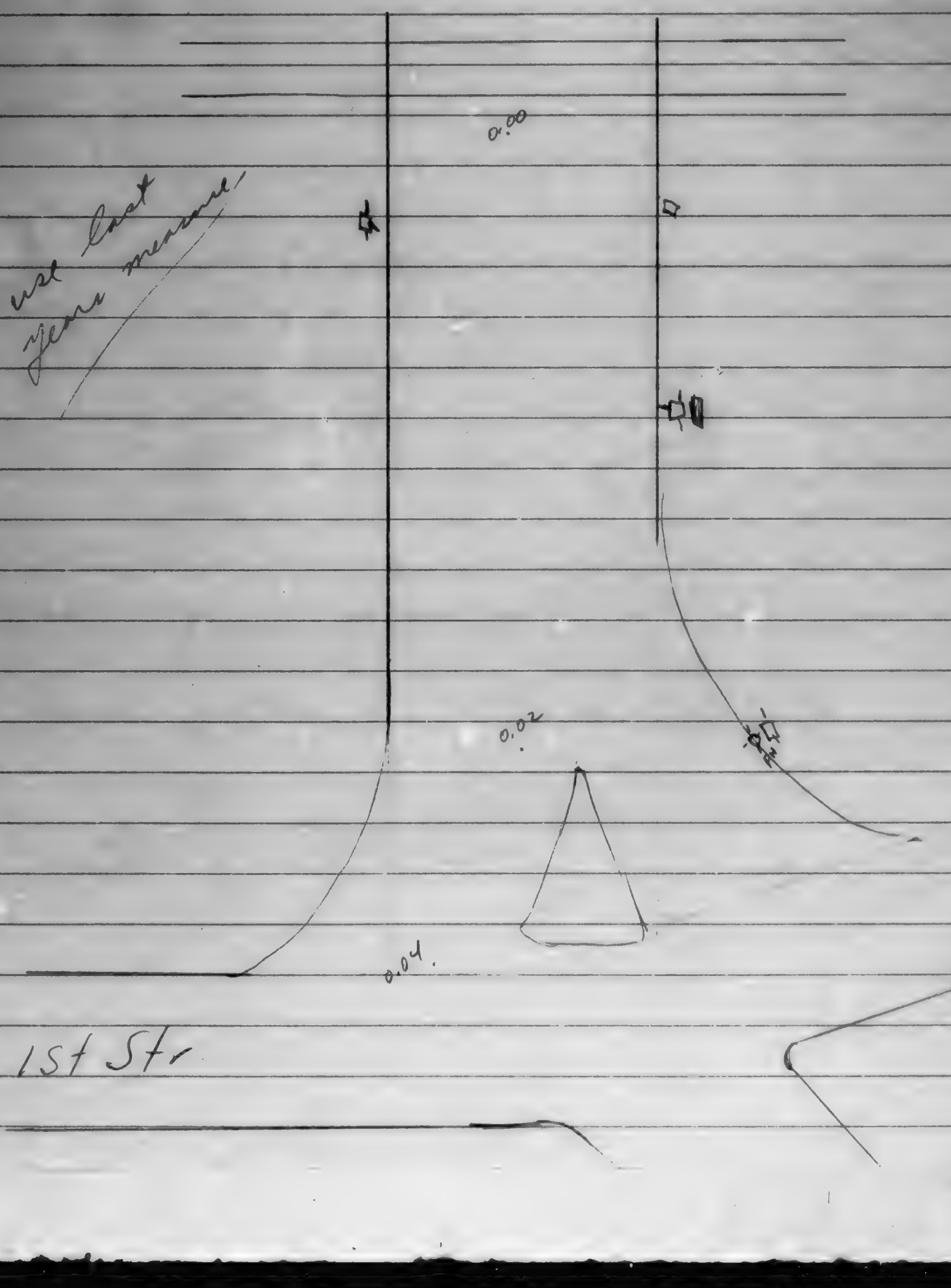
$$\frac{(18 \times 422) + (20 \times 211)}{9} \times 1.10 = 1444 \text{ Sq yd.}$$

Fine -

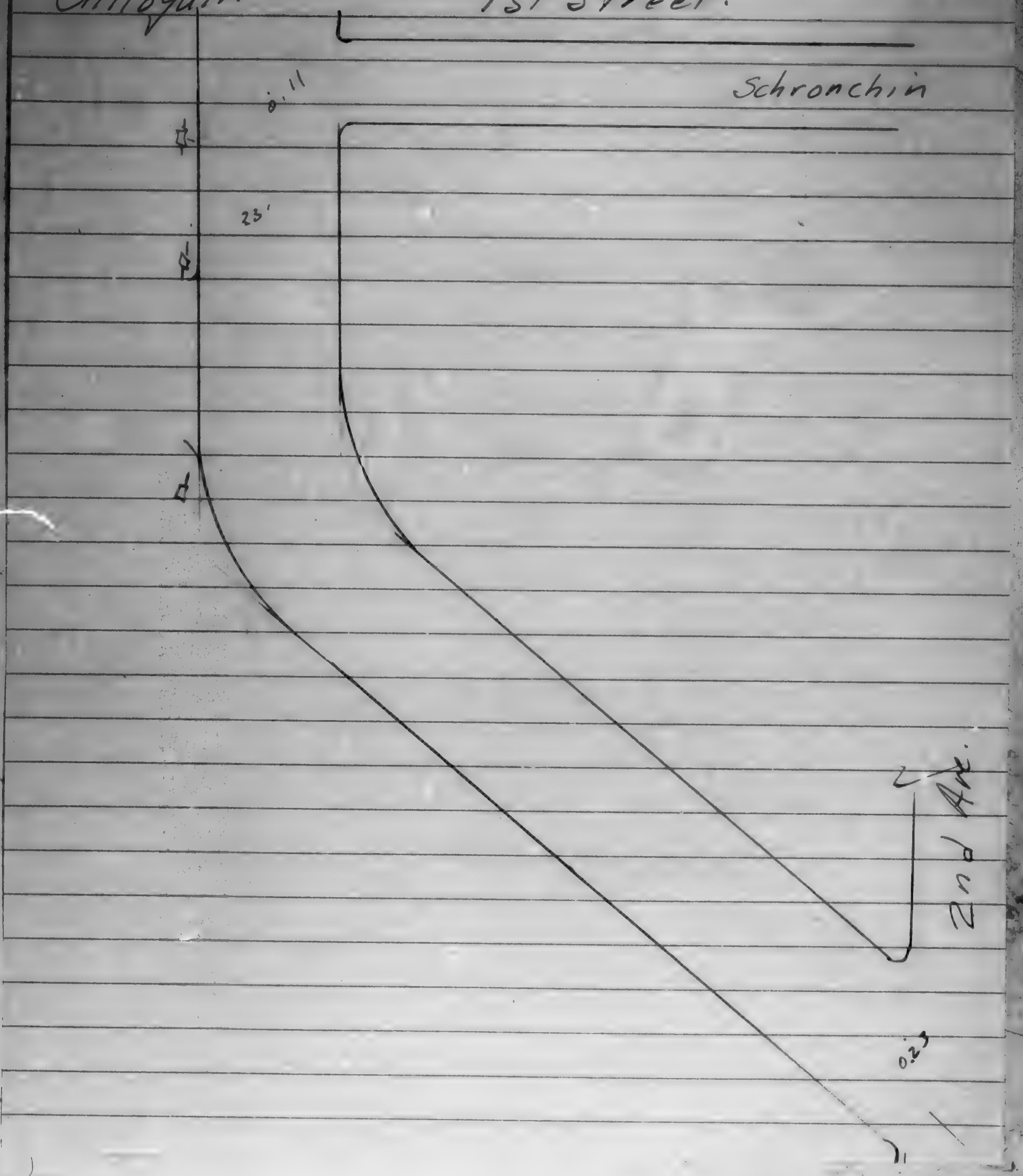
$$\frac{\frac{(16 \times 422) + (20 \times 211) + (24 \times 422) + (20 \times 211)}{2}}{9} \times 1.1^{0} = 2218 \text{ Sq yd.}$$

Tack - $(20 \times 211 + 24 \times 422) \times .0000182 \times 1.1^{0} = 0^{3}_{4}$ Ton

Chilaquin - Chocktoot

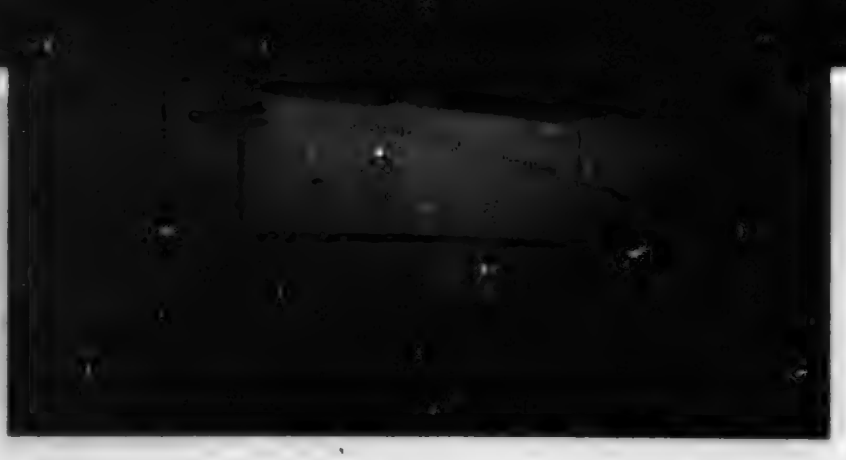


1st Str


Chiloquin
1st Street.
Schronchin
0.11
23'
2nd Ave.
0.23

7-7-75

Chlorine - shocktoot + [illegible]



Chiloguin

Chiloguin Chocktoot St

RR - looking East

7-7-75

D 5 0 5 0 3 1 D

7-7-75

Chlorine

Chiloquin - 1st str.

Chocktoot St.
Looking - South

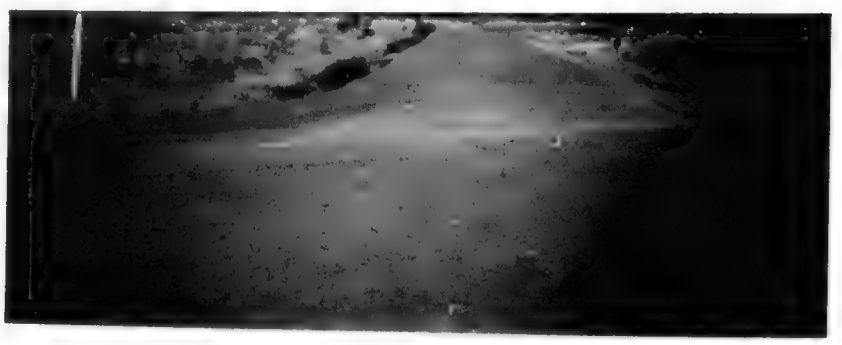
D 5 0 5 0 3 1 D

Chiloquin

7-7-75

D 5 0 5 0

Chilogain



Chiloquin 1st Str.
Schonchin Str.

Looking North

D 5 0 5 0 3 1 D

Looking

7-7-75

D 5 0 5 0

Chilcoin 1st Str.
& Monroe Str.

Looking North

D505C31 D

D 5050

7-7-75

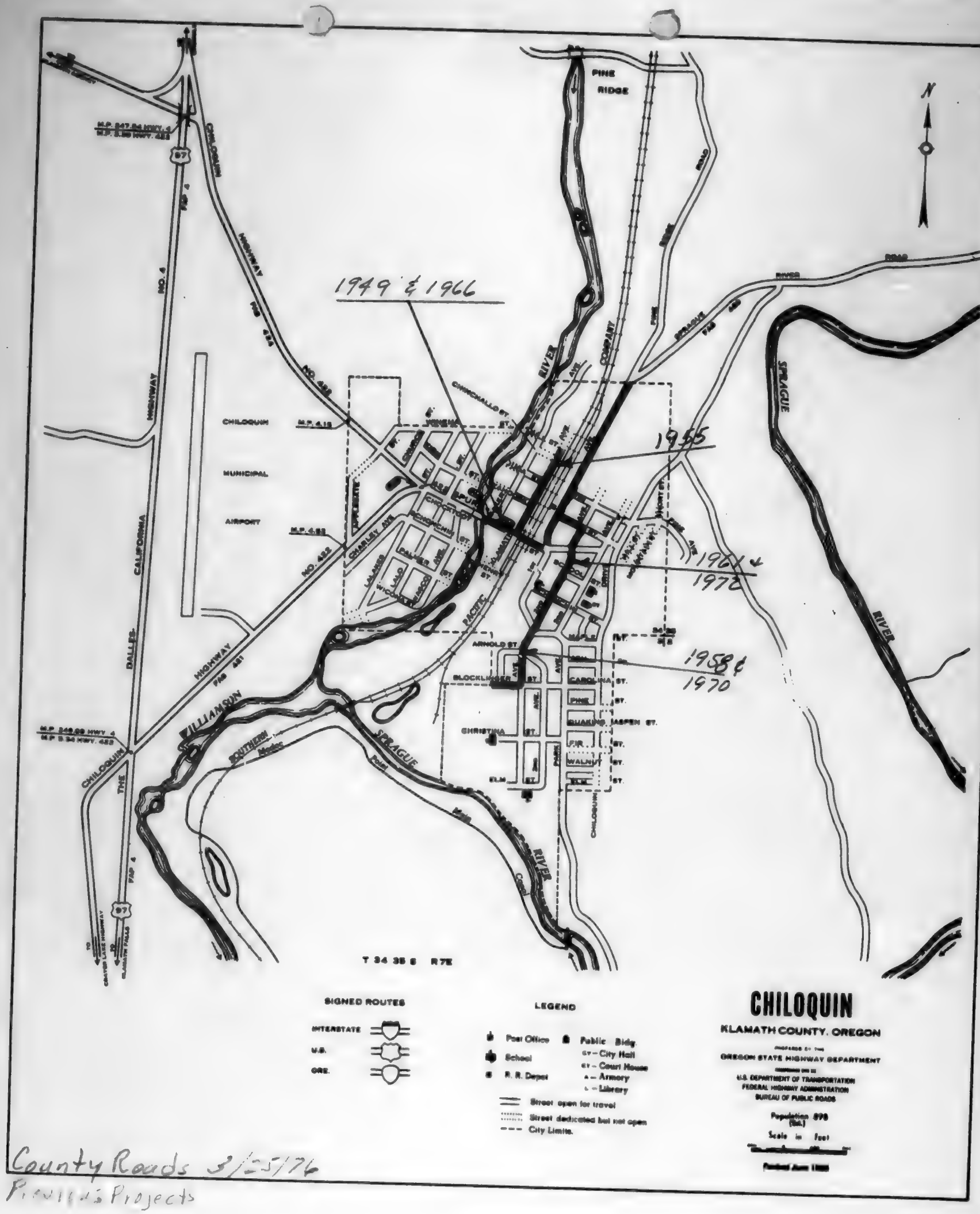
Chilogwin

D 5050

D 50

D 5050310

Chilogwin - 1st Str.
2nd Str. Looking North



County Roads 3/25/76

Previous Projects

8569

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ BPE ☐

3-23-76

RESOLUTION B-412

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon and has a population of 870 as given by the latest official census; and

WHEREAS, the following streets of said city, _____

1st Ave + Chocktoot Sts

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of Chiloquin does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lloyd Peters as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23 day of March, 1976

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

Beth A. Pokel
Mayor

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular ~~or special~~ meeting of said Council, held on the 23rd day of March, 1976, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23 day of March, 1976

Lloyd Peters
City Recorder

SCA

PROJECT DATA. CITY OF Chiloquin Date 3/23/76

To be financed by Special City Allotment Fund and necessary city funds.

Street name ~~None~~ 1st Ave + Chocktoot Sts
(Locate project on attached map.)

Project length 900

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40 feet, width of shoulders: — feet

Curbed section; width curb to curb: 40 feet

Remarks _____

Surface now in place: Oil ___ Paving ✓ Gravel ___

Present surface width: 40 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No ✓

State to furnish right-of-way descriptions? Yes / No ___

Give width of intersecting streets: 60'

Are intersecting streets curbed? Yes ___ No ✓

Remarks _____

CONCRETE CURBS:

Now in place? Yes ✓ No ___

Width between present curbs: 40 feet

City to construct curbs? Yes ___ No ✓

To be constructed as part of project? Yes ___ No ✓

Length of desired radius on curb returns: None feet

Does city desire special type of curbs? Yes ___ No ✓

Explain: _____

SIDEWALKS

Are sidewalks now in place? Yes ✓ No___

Present sidewalks, Length: 200 feet; Width: 10 feet

Distance between present sidewalks: 40 feet

Are sidewalks to be constructed as part of project? Yes___ No ✓

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No ✓

Are sidewalks to be constructed on both sides of street? Yes___ No ✓

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes ✓ No___

If yes, are they adequate for increased flow? Yes ✓ No___

Indicate depth of main lines from present surface: 8 feet

To be constructed by City? Yes___ No ✓

To be constructed as part of project? Yes___ No ✓

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes ✓ No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 10 feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 4 feet

Remarks _____

_____

DRIVEWAYS:

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ✓ No ___

Which company? PP&L
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Beaver State Telephone Co

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks Presently surfaced - Paved

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date _____

Has city established grade on street? Yes ✓ No ___
(If yes, please include copy of data.)

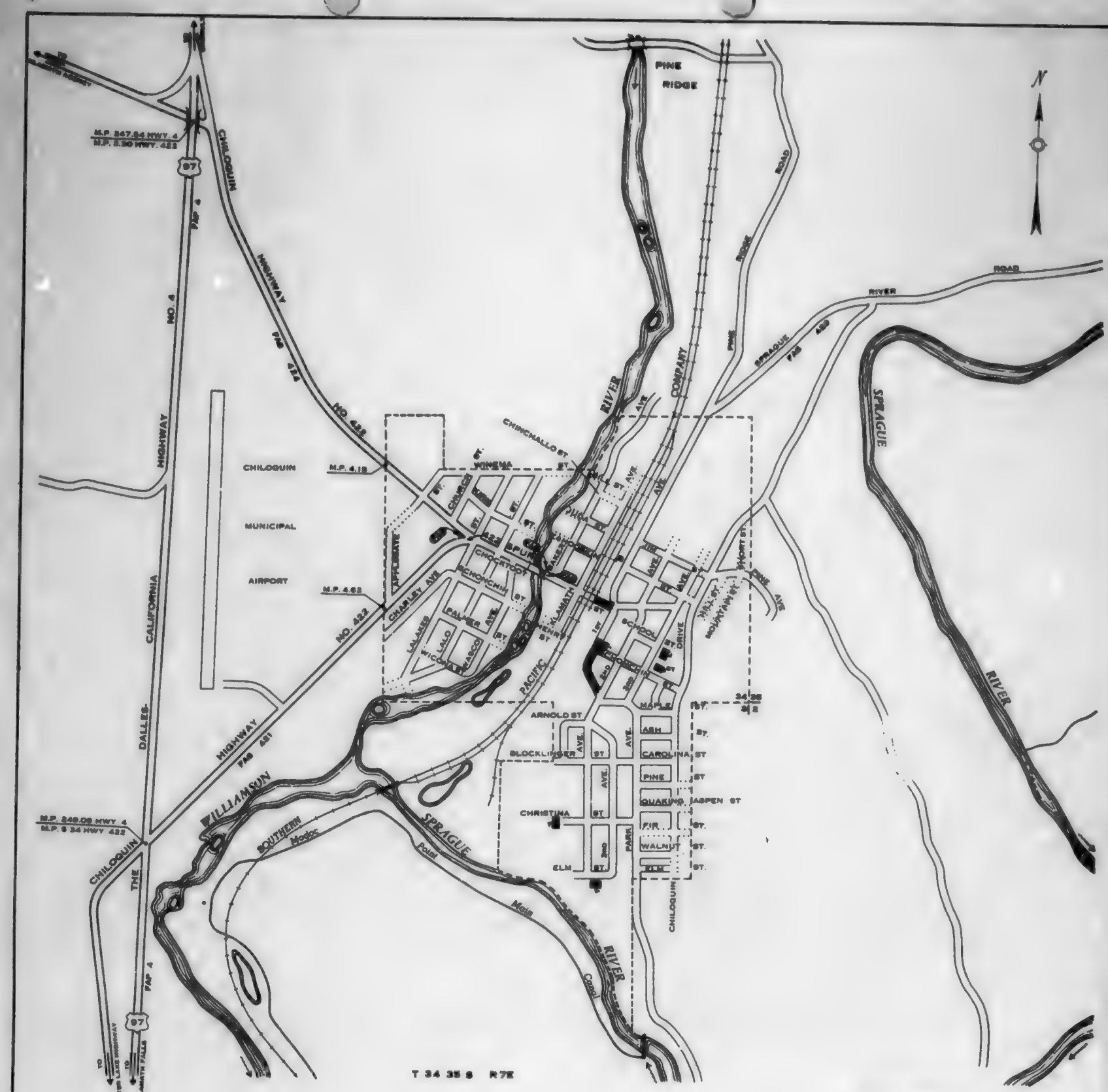
Please indicate site for disposal of excess excavated material: _____

General remarks: _____

By Beth A. Pohll
Mayor

By Hazel Peters
City Recorder or City Manager

By _____
City Engineer


PINE RIDGE
N
M.P. 247.94 HWY. 4
M.P. 2.30 HWY. 422
97
CHILOQUIN
HIGHWAY
FAP 4
NO. 4
HIGHWAY
FAP 422
NO. 422
CHILOQUIN
M.P. 4.18
MUNICIPAL
AIRPORT
M.P. 4.62
CALIFORNIA
DALLES-
HIGHWAY
FAP 451
NO. 422
CHARLEY AVE
APPLEGATE
CHINCHALLO ST
CINEMA
CHOCKTOOT
CHOMCHIM
PALMER AVE
LALAKE
VICENTE
PASCO
HENRY
KLAMATH
PACIFIC
ARNOLD ST
BLOCKLINGER AVE
CHRISTINA ST
ELM ST
SCHOOL DRIVE
MAPLE
ASH
CAROLINA
PINE
QUAKING ASPEN ST
FIR
WALNUT
PARK
2ND
CHILOQUIN
RIVER AVE
COMPANY
PINE
SPRAGUE
FAS 422
RIVER
ROAD
SPRAGUE
RIVER
WILLIAMSON
SOUTHERN
Motor
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Point
Main
Canal
RIVER
M.P. 249.09 HWY. 4
M.P. 6.34 HWY. 422
CHILOQUIN
THE
FAP 4
97
10
CRATER LAKE HIGHWAY
10
KLAMATH FALLS
T 34 35 S R 7E
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
CHILOQUIN
KLAMATH COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 898
(Est.)
Scale in Feet
Revised June 1965

SCA-77
Chiloquin

City of Chiloquin

CHILOQUIN, OREGON 97624

March 9,1976

Oregon State Highway Division
% D.N. Harwell- County City Engineer
Highway Bldg.
Salem,Oregon

Dear Sir:

Please send us the necessary forms to apply for small cities grant under ORS 366.805 as per your letter dated Jan.12,1976

Yours very truly

Lloyd Peters

Lloyd Peters
Recorder-Treasurer
Chiloquin,Ore.
Post 196
97624

Fred #

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
1
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

Sent forms 3/10/76 D.P

8570 7th Ave.-Willamette R. 1977
(Eugene) Sec., Eugene-Springfield
Hwy. (Structure repair)

#9570

GPO: GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: State (H. S. Coulter) 1-14-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-14-80	T. P. Lowe, Area Engineer	I-105-4(118)196

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-21-78	10-4-78	100 %	120 CD

APPROVED EXTENSIONS	LOCATION
---	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SEVENTH AVE.-WILLAMETTE RIVER (EUGENE)
EUGENE-SPRINGFIELD HWY.
Expansion Joint Repair

This project corrected several expansion joints. Excessive unanticipated shrinkage occurred in the structure requiring the correction.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

1-23 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER	
TITLE: Area Engineer	DATE: 1-15-80	TITLE: Field Operations Engineer	DATE: 1-15-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8570

8

October 6, 1978

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

Gentlemen:

Contract No. 8570 awarded to Hamilton Construction Co. for work on the 7th Avenue-Willamette River (Eugene) Section of the Eugene-Springfield Highway in Lane County was completed on June 21, 1978, and accepted by the State Highway Engineer on October 4, 1978.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 11, 1978.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
V.E. Skoog Attn: Dick Hacek
Alfred Shirley

8570

REPORT NO. 53

FORM E-1 (REV 12-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 7TH AVE-WILLAMETTE RIVER (EUGENE)	WEEK ENDING: 16 SEPTEMBER 1978	
	SECTION PREFIX: 620-1092	
HIGHWAY: EUGENE-SPRINGFIELD	COUNTY: LANE	
NAME OF JOB: 7TH AVE-WILLAMETTE RV(EUGENE)	KIND OF WORK: EXPANSION JOINT REPAIR	
CONTRACTOR: HAMILTON CONSTRUCTION CO.	CONTRACT NUMBER: 8570	FEDERAL AID PROJECT NUMBER: I-105-4(118)196
DATE OF CONTRACT: AUGUST 1,1977	DATE WORK STARTED: SEPT 14,1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 120
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100.0%
PROJECT AUTHORIZATION: $ 126166.60		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
EXCLUSIVE OF ENGINEERING: $ 116162.20	ENGINEERING AUTHORIZATION $ 10004.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98509.56	ENGINEERING COST TO DATE $ 10030.94	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84.8%
	THIS WEEK 0.0	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: UNDERRUN 15.2 %	PERCENT OF AUTHORIZATION 100.3 %	JUNE 21, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

XXXXXXXX BRIDGE NO.	EXPANSION JT. REPAIR		ILLUMINATION				
PERCENT	100.%		100.%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	SHOWERS	0		
TUESDAY	PARTLY CLOUDY	0		
WEDNESDAY	RAIN	0		
THURSDAY	PARTLY CLOUDY	0		
FRIDAY	PARTLY CLOUDY	0		
SATREADY		0		

Keasey K Richards
Jackmond Berg
Hopkins RECEIVED Inloes
Williams SEP 18 1978 Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	7th Avenue - Willamette River - for week of September 10 thru 16, 1978.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity this week

Next Week: No activity anticipated.

NOTE: Semi-final to be submitted by September 30, 1978.

SIGNED _____ LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8570

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 28, 1978

In reply refer to: HPD.3-OR

SUBJECT: Oregon Project I-105-4(118)196
7th Ave-Willamette R. (Eugene) Sec.

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon
Attn: Mr. Walt Hart, Structures

Mr. Hart's letter of June 12, 1978, proposes a plan to maintain the jacking force in the superstructure of this bridge for several years.

We have checked and found that the superstructure has been moved to close the joint at Bent L-7 from what it was originally, but that it still is open to the maximum of the new joint on cold days. The use of further jacking would be of benefit and we approve the proposal as of June 12.

for G. L. Green

NOTED
E. S. HUNTER
CC Walt Hart
6-29-78

RECEIVED
TECHNICAL SERVICES
JUN 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

June 12, 1978

Attention Mr. H. A. Schell

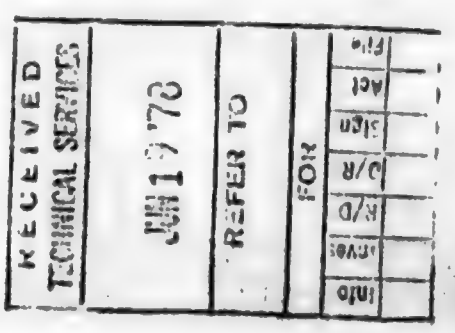
7th Ave.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Lane County
Expansion Joint Repair at Bent L-7
Contract 8570

We request authorization to modify the repair procedure by leaving "pancake" jacks in place rather than removing them as called for on the contract plans. This will enable us to maintain a jacking force on the structure for an extended length of time.

The work will require removing the jacks and re-positioning them low enough in the joint to allow placement of the new compression seal. The jacks will be shimmed with steel shims to provide for a maximum range of jack extension. Oak blocking will be placed between pairs of jacks as space permits.

The contractor has offered to do this work, including additional fittings and hoses, et cetera, for $2,000. An additional amount of $250 to $400 will be required to purchase a hydraulic hand pump to be used periodically throughout the life of the system. We would normally expect the pump to have a depreciation life of three years. Salvage value of the pump can be credited to the job by the State at the time the jacks are no longer functioning.

The jacks being used on this project were originally purchased under State Force Order 17 of the original structure contract. A salvage value of $800 was expected to be a non-participating amount. Resetting the jacks now will be their third use and is about the maximum number of uses we expected to get (see Inspection Report by H. A. Schell, dated 9-16-77, page 2). Leaving the jacks in place will leave no salvage value to be credited as was expected at the time the contract plans were prepared.



The total cost of contract work, including this change, is not expected to exceed the original amount. We request approval so the current contract can be terminated in the near future.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
George Hopkins
Ellis Jones

8570

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

June 12, 1978

Attention Mr. H. A. Schell

NOTED
E. S. HUNTER

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Eugene-Springfield Highway
Lane County
Expansion Joint Repair at Bent L-7
Contract 8570

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RECEIVED
TECHNICAL SERVICES
JUN 13 1978
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

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ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
George Hopkins
Ellis Jones

8570

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-7	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-18-77	State: Oregon County: Lane Project No.: I-105-4(118)196

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105, 7th Ave. to 1st Ave. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.424
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 126,166	$ 116,375

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. I-105-4(118)196

Seventh Ave.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Lane County

Project Agreement Estimate.

Type Code X581
Bridge Expansion Joints, Br. #96001 (Sta. 64+36 to Sta. 86+74)

Mobilization	All Required		$ 9,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	581 Sq.Ft.	4.00	2,324.00
Temporary Barricades	15 Only	30.00	450.00
Temporary Plastic Safety Markers	76 Only	60.00	4,560.00
Flagmen	1,200 Hour	16.00	19,200.00
Expansion Joint D-260, Bent 6th ON-4	27 Lin.Ft.	48.00	1,296.00
Expansion Joint D-260, Bent 6th OFF-4	29 Lin.Ft.	48.00	1,392.00
Expansion Joint, D-260, Bent WN-7	53 Lin.Ft.	48.00	2,544.00
Expansion Joint, D-260, Bent JF-7	49 Lin.Ft.	48.00	2,352.00
Expansion Joint, D-520, Bent WN-5	36 Lin.Ft.	52.00	1,872.00
Expansion Joint, D-520, Bent JF-5	39 Lin.Ft.	52.00	2,028.00
Expansion Joint, D-520, Bent WN-9	48 Lin.Ft.	52.00	2,496.00
Expansion Joint, D-520, Bent JF-9	48 Lin.Ft.	52.00	2,496.00
Expansion Joint, D-780, Bent L-3	100 Lin.Ft.	125.00	12,500.00
Expansion Joint, CV-5000, Bent L-7	126 Lin.Ft.	25.00	3,150.00
Repair Existing Illumination Installations	All Required		14,000.00
			$ 93,660.00

Anticipated Items

Note:*
State Furnished Seals, Adhesive & Jacks — All Required — $ 17,500.00

	Subtotal	$111,160.00
	Engineering	15,006.00
	Total	$126,166.00

Length of Project . . . . . 0.424 Mile

Federal Funds (92.24%)	$116,375.00
State Funds.	9,791.00
Total	$126,166.00

Group 1 100%
Contract No. 8570
Prefix No. 620-1092

*State furnished material was approved in G. L. Green's letter dated 1-18-77 responding to L. L. Wallace's request letter of 1-10-77 in Project folder I-105-4(115)196.

8570

7mai 14-4
8

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97303

August 12, 1977

NOTED E. S. HUNTER NOTED S. HUNTER

1st-7th Ave. Viaduct
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Oregon Project I-105-4(118)196
Bridge 9600

Please refer to your letter of July 5, 1977. It comments on the joint supplier's responsibility in the repair work done by our state maintenance forces.

It seems appropriate to recognize that the primary cause for the repairs was the unanticipated shrinkage and creep which caused the joint mechanisms to fail. Poor workmanship in some component parts of the original joint assemblies was discovered. This complicated the repairs but did not necessitate the repairs.

The additional cost is estimated to be approximately $5,100.

The joint supplier has contributed technical assistance in arriving at a method of repair which solves the basic problem. Definable costs to the joint supplier included:

1. Three trips by their project engineer from Buffalo, NY, to Oregon for consultation with our design and field personnel.

2. Preparation of a drawing which detailed the new bearing assemblies for joint L3.

Our investigation indicates that the cost of the technical assistance more than offsets the additional costs attributable to poor workmanship in the original expansion joints. We feel that the joint supplier has in effect been involved in the cost of the repairs.

WALTER J. HART

Walter J. Hart
Structural Engineer

cc E. S. Hunter
C. T. Keasey
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8570

7-6-77

C

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-105-4(118)196

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
73002

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 105	Secondary 227

GENERAL LOCATION:

"7th Ave-Willamette River (Eugene) Section"

GENERAL DESCRIPTION OF WORK:

Bridge Expansion Joint Repair Code X581 Miles 0.424

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify) State Furnished Seals, Adhesive & Jacks $17,500

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $160,222-Federal Funds $147,788.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77	G. K. Hansen	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—831-888

Form FHWA 121 (Rev. 5-73)

8570

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 500
Salem OR 97308

DATE: January 18, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-105-4(115)196
1st Ave-7th Ave. Viaduct
Expansion Joint Seal Repair

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

- note in Gen. files 1-19-77

Mr. Wallace's January 10, 1977 letter updated the status of this repair work and requested our approval of two minor alterations. The revised work is approved as outlined in his letter.

We note that the required paperwork to proceed with this repair work has not yet been initiated. We urge you to submit the required documents (SFO's, etc.) so that we will not hold up the implementation of this work.

For G. L. Green

cc:
OSHD (Hart)

RECEIVED
STATE HWY ENGR
JAN 19 '77
REFER TO
Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8570

Form FHWA 121 (Rev. 6-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Oregon Project I-80N-2(-)19
M.P. 19.75 - M.P. 20.10

Oregon Project I-105-4(-)196
Seventh Ave.-First Ave. Viaduct
Seventh Avenue-Willamette River

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessments submitted with Mr. Rulien's September 1 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8570

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-105-4(115)196
1st Ave.-7th Ave. Viaduct
Expansion Joint Seal Repair

DATE: September 22, 1976

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's September 16, 1976, request regarding the purchase of jacks for the project is approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO
Hart
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Rubin
Bud Shirley
9-23-76

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

September 16, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

1st Ave.-7th Ave. Viaduct
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Expansion Joint Seal Repair

As outlined in Phase One of our August 2, 1976 letter, jacking of the structure at bent L-7 will be the first item of work performed.

Enclosed is preliminary drawing of the jacking details and a brochure of the proposed jacks to be used in performing this operation. We plan to purchase 24 of the 112T (Ref. No. 35 in brochure) Freyssi jacks at an estimated total cost of $2,760. According to the enclosed brochure, these jacks have a variable number of re-uses dependent on the extent of opening and working pressure used.

The estimated remaining value of the jacks after completion of this project is listed below:

Estimated cost of jacks	$ 2,760
Freight cost	360
Net cost	$ 2,400
Est. 2/3 value of jacks used on this project	1,600
Est. remaining value and non-participating amount	$ 800

Upon completion of the jacking work on this project, the jacks would be given to our maintenance people.

We ask your approval or comments for the above item.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JA:dh
Enclosure

cc Alfred Shirley
Ellis Jones

E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Noted GK

.8571 Parsons Creek Br. Sec., 1977
FAS A464, northerly of Springfiel
(Structure)

C.A 5908 10-20-76

[redacted]

OREGON STATE HIGHWAY DIVISION

FORM 61-724-1190

HIGHWAY DIVISION INVOICE

NO. 130758

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-12-80	CC 2067	

CREDIT DISTRIBUTION

520-1901-297	146.73
520-1093-297	1471.18

LANECEN

Lane County Board of Commissioners
Courthouse
Eugene, OR 97401
ATTN: Mr. Donald J. LaBelle,
Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Parson Creek Bridge Section FAS-A 464 Project # RS-A464(1)			
County Share of Project Costs			$6,317.91
County Advance Deposit			4,700.00
AMOUNT DUE FINAL			$1,617.91

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-12-80	CC ~~2068~~ 2027	

CREDIT DISTRIBUTION
520-1901-297
520-1093-297

BILL TO: Code:

Lane County Board of Commissioners

Courthouse

Eugene, Oregon 97401

Attn: Mr. Donald J. LaBelle - Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Parson Creek Bridge Section FAS-A 464 Project # RS-A464(1)			
County Share of Project Costs			$6,317.91
County Advance Deposit			4,700.00
(Please send copy of itemized statement with billing).			

Advance Deposit Amount	$ 4,700.00
Advance Deposit Previously Transferred to Highway Fund	$ 3,700.00
Balance	$ 1,000.00
Transfer to Highway Fund	$ 1,000.00
Refund Due	$ - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	AD 308, CC 1766

Amount Due . . . . . $ 1,617.91

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

D. E. Swan

SP°35736 7?1

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9-12-80

County Lane Contract No. 8571 Date Completed 12-22-77

FAS A464 Section Parson Creek Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E. State	(Federal Participation)	$ 2,066.64
Construction:		
Payment to Contractor	(Federal Participation)	$59,595.70
Engineering		8,939.36
		$68,535.06
Interest paid to Contractor	(Non Participation)	$ 28.05
Engineering		1,277.14
		$ 1,305.19
Total Project Cost		$71,906.89
Federal Participation		70,601.70
Non Participating		1,305.19
Federal Funds collected		60,576.26

1/2 ($70,601.70 - $60,576.26) + $1,305.19 = $6,317.91

County share of project costs	$ 6,317.91
County Advance Deposit	4,700.00
AMOUNT YET DUE STATE	$ 1,617.91

Reference: Billing Form CC 2067 ~~2062~~

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Parsons Creek Bridge (Marcola Road)					
	Lane County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,682.29	
	Type Code Y070					
	Archeological Salvage	All Required			384.38	
	Construction					
	Type Code X080					
	Structure Sr. #14683A (Sta. 461+26 To Sta. 461+91)					
	Final Contract Payment Summary	Lump Sum			$59,595.70	
	Construction Engineering					
	Oregon Bridge Engineering	Lump Sum			$ 7,500.00	
	State	All Required			1,439.36	
	Total Participating Construction Engineering				$ 8,939.36	
	Total Participating Costs				$70,601.73	
	Nonparticipting Items					
	Interest Paid to Contractor	All Required			$ 28.05	
	Construction Engineering-State	All Required			1,243.39	
	Total Nonparticipating Costs				$ 1,271.44	
	Total Project Costs				$71,873.14	
	Prepared based on Participating Costs shown on Federal Billing as of 5/15/80					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.- Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-1464(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-10-77 To: 1-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$71,873.14	$70,601.70	85.80%	$60,576.26	$60,576.26	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE — DATE

FHWA REVIEW PERFORMED — BY

PASSED FOR PAYMENT — Oregon

FORWARDED BY FHWA DIVISION OFFICE — 5-15-80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY — JULY 1980 — PAGE 607

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		TOT P1				15,624.33	
		** JOB TOTALS **		**	**	15,624.33	**
PARSONS CRK DR MARCOLA RD	CONT 10	8 FA PROJ NOS RS 4		4A0001 100			STATE
	520	1990		00 N 9		1,773.10	
	520	1990		00 N 9		1,773.10	
	520	1990		00 P 1		130.61	
	520	1990		00 P 1		1,773.10	
	520	1990		00 P 1		171.89	
	520	1990		00 P 1		182.78	
	520	1990		00 P 1		193.67	
	520	1990		00 P 1		182.78	
	520	1990		00 P 1		182.78	
	520	1990		00 P 1		182.78	
		TOT P1				182.78	
		** JOB TOTALS **		**	**	2,144.04	**
SPRR XING @ DELIGHT VALLEY RD	CONT 10	8 FA PROJ NOS RS 4		4B0001 100			STATE
	520	1993		00 N 9		1,615.95CR	
	520	1993		00 N 9		1,632.65	
	520	1993		00 P 1		21.70	
	520	1993		00 P 1		16.70	
		TOT P1				1,632.65	
		TOT H1				16.70	
		** JOB TOTALS **		**	**	1,632.65	**
SPTC XING @ CENTRAL RD	CONT 10	8 FA PROJ NOS RS		4B2001 100			STATE
	520	1986		00 P 1		5.00	
		TOT P1				5.00	
		** JOB TOTALS **		**	**	5.00	**
MUDDY CRK DR COBURG NORTH RD	CONT 10	8 FA PROJ NOS RS		4B3002 100			STATE
	520	1990		00 N 9		9,[illegible]10CR	
	520	1990		00 N 9		8,[illegible]10	
	520	1990		00 H 9		1,[illegible]10	
	520	1990		00 P 1		251.72	
	520	1990		00 P 1		123.82	
	520	1990		00 P 1		182.78	
	520	1990		00 P 1		182.78	
	520	1990		00 P 1		182.78	
	520	1990		00 P 1		182.78	

TOTAL TO DATE JOB COST SUMMARY — JULY 1980

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	TO DATE		
	520	1090	915	00 P 1			143.38		
	520	1090	915	02 P 1			97.80		
	520	1090	920	00 P 1			13.43	78	78
			TOT	P1			819.22		
			** JOB TOTALS **		**	**	819.22	**	
PARSONS CRD BRDG SECTION	CONT NO 8571 * FA PROJ NOS RS 464001 100							STATE	
	520	1093	201	00 P 1			— 59,595.70	77	78
	520	1093	206	00 N 1			— 28.05	78	78
	520	1093	296	00 N 9			62,503.05CR	77	80
	520	1093	297	00 N 9			3,700.00	79	79
	520	1093	298	00 N 9			58,803.03	77	80
	520	1093	900	00 P 1			~ 8,939.36	77	80
	520	1093	900	00 N 1			— 1,277.14	77	80
			TOT	P1			68,535.05		
			TOT	N1			1,305.19		
			** JOB TOTALS **		**	**	69,840.25	**	
LONG TOM RIVER BRDG SEC	CONT NO [illegible] * FA PROJ NOS RS 606001 100							STATE	
	520	1094	201	00 P 1			109,352.51	77	78
	520	1094	206	00 N 1			123.04	78	78
	520	1094	296	00 N 9			114,937.03CR	77	80
	520	1094	297	00 N 9			9,016.55	79	80
	520	1094	298	00 N 9			105,921.53	77	79
	520	1094	900	00 P 1			13,502.67	77	79
	520	1094	900	00 N 1			123.52	77	78
	520	1094	915	00 P 1			103.32	78	78
			TOT	P1			123,450.50		
			TOT	N1			251.56		
			** JOB TOTALS **		**	**	123,702.06	**	
YACHATS-BEAVER CR	CONT NO 8768 * FA PROJ NOS RS 522001 100							STATE	
	521	1005	201	00 P 1			229,355.80	78	79
	521	1005	206	00 N 1			277.57	79	79
	521	1005	296	00 N 9			232,627.81CR	78	80
	521	1005	297	00 N 9			16,500.00	78	78
	521	1005	298	00 N 9			216,127.81	78	80
	521	1005	900	00 P 1			22,183.03	78	79
	521	1005	900	00 N 1			86.10	78	80
	521	1005	920	00 P 1			18.99	78	78
	521	1005	950	00 P 1			330.20	78	78
			TOT	P1			251,897.22		
			TOT	N1			363.67		
			** JOB TOTALS **		**	**	252,260.89	**	
SPRR XING MAIN ST (TOLEDO)	CONT NO		FA PROJ NOS RRP 176005 100					STATE	
	521	1088	900	00 N 1			9.41	76	76

OREGON STATE HIGHWAY DEPARTMENT

8571

AUTHORITY FOR SURVEY

Section 19th Street-Camp Creek Road — Date January 19, 19 79

Highway Marcola Road (County) FAS A464 — Authorization No. 2

County Lane — Survey Prefix 20-8241 (Assigned by Salem office)

Description of termini, route, length, etc.:

From the interchange of Hwy. 227 and Marcola Road to Camp Creek Road.
Project is 1.9 miles.

Purpose of survey:

Prepare plans, specifications and estimates for construction project.
100% financing by Lane County.

Field Survey	901	20,000
Final Design	905	1,500
Soils	910	700
Utility	914	400
Specifications	921	400

Estimate of cost:

H

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 23,000
Previous authorization	15,000
Additional authorization requested	8,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Ellis H. Jones — Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Frank E. Penpin — Construction Engineer

Approved:

E. J. Hunter — State Highway Engineer

State Printing

H N K M

8571.

April 14, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On April 6, 1978, we wrote to you concerning release of final payment on Contract No. 8571 awarded to Merlin R. Stam for the Parsons Creek Bridge in Lane County.

Final payment on this contract is $1,018 and the total contract amount is $59,595.70. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Merlin R. Stam
90569 Coburg Rd.
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8571

FORM 01-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Parsons Creek Bridge		WEEK ENDING: December 24, 1977
		SECTION PREFIX: 520-1093
HIGHWAY: Marcola Road FAS A464		COUNTY: Lane
NAME OF JOB: Parsons Creek Bridge	KIND OF WORK: Structure	
CONTRACTOR: Merlin R. Stam	CONTRACT NUMBER: 8571	FEDERAL AID PROJECT NUMBER: RS-A464(1)
DATE OF CONTRACT: August 16, 1977	DATE WORK STARTED: September 1, 1977	ESTIMATED COMPLETION DATE: December 21, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 120	WORK DAYS USED / CALENDAR DAYS USED: 118
PROJECT AUTHORIZATION: $ 67,360.35	SPECIFIED COMPLETION DATE: December 24, 1977	PERCENT OF TIME ELAPSED: 98.3%
EXCLUSIVE OF ENGINEERING: $ 61,477.35	ENGINEERING AUTHORIZATION: $ 5,883.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,597.40	ENGINEERING COST TO DATE: $ 5,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.9%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 3.1 %	PERCENT OF AUTHORIZATION: 98.6 %	DATE PROJECT WAS COMPLETED: December 22, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Hand Tools, Backhoe, Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14583A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Cloudy	114	0	
MONDAY 19	Cloudy	115	0	
TUESDAY 20	Fog & Cold	116	0	
WEDNESDAY 21	Cloudy	117	0	
THURSDAY 22	Cloudy	118	0	
FRIDAY				
SATURDAY				

Routing

Kessey, Bond, Jackmond, Hopkins, Johnsen, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

RECEIVED
DEC 29 1977
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	No Activity.
19 MONDAY	Continue finishing stage 2 GM rail. Place special backfill at both bents stage 2. County moved in and started placing embankment for stage 2.
20 TUESDAY	Complete finishing concrete and site cleanup. County completed approaches and base in with AC to ends of bridge.
21 WEDNESDAY	Remove temporary traffic barriers. Open structure to 2 lane traffic. County will install guard rail and pave structure in spring.
22 THURSDAY	Remove temporary traffic lights. Project complete.
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project completed 12/22/77.
Open to traffic 12/21/77.

SIGNED A. S. H. Jones LOCATION Springfield,

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form 81-734-1384 (9-77)

8571

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

12-22-77

Project Name: Parsons Creek Bridge				Contract No. 8571
Highway: Marcola Road FAS A464			County: Lane	Prefix No. 520-1093
Contract Time Elapsed 98.3 %	Contract Work Completed 100 %	Contract Work Quality: Fair	Contract Work Progress: Satisf.	F.A. Project No. RS-A464(1)
Inspection date: 2-3-78		By: James J. Gix, Ellis Jones, OSHD		
In company with: Merlin Stamm; Carl Kliever, Lane Co.; A. S. Jones, W. Palmateer, OBEC; Tom Lowe, Bob Pillsbury, FHWA				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

County has started installation of guard rail at bridge ends. Paving to be completed as weather allows. Overall appearance of project is well below average. More effort should be expended to improve appearance of concrete work as to lines and surface finish. Ride is poor due to mismatch of slabs and lack of permanent paving. Surface finish is poor in appearance. Piling were cut off in stream bed and will have to be removed before project is acceptable.

OBEC to notify Lane Co. and E. Jones on satisfactory completion of remaining cleanup items.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

12-21-77	Date opened to traffic or in operation
12-28-77	Date of Second Notification
	Date Contractor's notice for semi-final inspection received
12-22-77	Date Contractor removed equipment, plant, etc.
	Estimated submittal date of semi-final estimate
See Above	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed James J. Gix by JEC

Title Regional Construction Engineer

8571

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lane County
Board of Commissioners
Courthouse
Eugene, OR 97401

Attention of AT Driver
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc1766

Date December 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit - Construction $4,700.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	1,000.00	$3,700.00
		To be transferred to state highway funds for the construction of the Parsons Creek Bridge, FAS A464. Covered by agreement #5908.		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
520-1093-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8571

STATE HWY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-10	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-30-77	State Oregon County Lane Project No. RS-A464(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 11 mi. NE of Springfield "Parson Creek Bridge"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-10-77	0.012
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.012
OTHER *(Specify)*		
Archeological Salvage	6-6-77	0.012

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 69,850.00	$59,928.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 30 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, OR Aug. 18, 1977

Federal Aid Project
No. RS-A464(1)

Parsons Creek Bridge
FAS A464 (Marcola Road)
Lane County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,100.00
Type Code Y070			
Archeological Salvage	All Required		$ 390.00
Type Code X080			
Structure Br. #14683A (Sta. 461+26 to Sta. 461+91)			
Mobilization	All Required		$ 1,500.00
Temporary Protection & Direction of Traffic	All Required		4,000.00
Temporary Traffic Signal Installation	All Required		8,000.00
Bridge Removal Work	All Required		1,200.00
Structure Excavation	80 Cu. Yd.	1.00	80.00
Special Backfill	20 Cu. Yd.	20.00	400.00
Furnish Pile Driving Equipment	All Required		3,500.00
Furnish HP 10x42 Steel Piling	350 Lin. Ft.	8.00	2,800.00
Drive Steel Piles	350 Lin. Ft.	1.00	350.00
Structural Concrete, Class 3300 (32 C.Y.)	All Required		4,500.00
4'x65'/70' Prestressed Slabs	10 Each	2,600.00	26,000.00
Reinforcement (4,200 lb.)	All Required		1,500.00
*Guardrail in stockpile	All Required		5,000.00
	Subtotal		$58,830.00
	Engineering		8,530.00
	Total		$67,360.00

Length of Structure - - - - - - 0.012 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,100	$ 1,800	$ 300	$ --
Archeological Salvage	390	334	28	28
Structure	67,360	57,794	4,783	4,783
Total	$69,850	$59,928	$5,111	$4,811

Group 1 100%
Contract No. 8571
Prefix 520-1093
Prefix 520-1901

*Note: County to install Guardrail without FHWA participation.

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth Ave.
Eugene, OR 97401

August 16, 1977

Dear Mr. Driver:

This will acknowledge receipt of Check No. 48191 dated August 5, 1977, in the amount of $13,450 representing an advance deposit on two FAS-C projects in Lane County.

The first is the Parsons Creek Bridge on Marcola Road, Project No. ~~CS~~-A464(1), requiring an advance deposit of $4,700.

The second is the Long Tom River Bridge on High Pass Road, Project No. RS-606(1), requiring an advance deposit of $8,750.

By a copy of this letter, I am forwarding your check to Mr. Skoog, Controller, for routine handling.

This is to advise that both of the above contracts were awarded August 16, 1977, upon receipt of the advance despoit by this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
V.E. Skoog
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977
File: PM FA
TAA _____ LG OP

Awarded: 8-16-77

August 1, 1977

Lane County Board of Commissioners
Courthouse
Eugene, OR 97401

Attention Mr. Al Driver, Director
Department of Transportation

Gentlemen:

On July 28, 1977 a satisfactory bid was received from Merlin R. Stam, Route 2, Coburg, Oregon 97401 for the Parsons Creek Bridge Section, FAS-A464.

The anticipated construction cost based on their bid is as follows:

Bid Items	$58,830.00
4-1/2% Contingencies	2,647.35
10% Engineering	5,883.00
ESTIMATED TOTAL COST	$67,360.35

County's Advance Deposit:

7% of $67,360.35 = $4,715.22, or say $4,700.00.

Please make your check in the amount of $4,700.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, 1523 S.E. Cobb St., P. O. Box 1128, Roseburg, OR 97470, prior to August 19, 1977.

Very truly yours,

for Robert H. Prange
Local Program Manager

HR:ljt

bc:w/att: Glen Clark, Region 3: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-308 and submit to the Finance Branch.

NOTED

8571

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-A464(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70305

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
Approved
FOR
Init. | Insp. | R.D. | D/R | Sign | Act | File

DATE P&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Secondary A 464	County Road

GENERAL LOCATION:

"Parsons Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

Structure-Code X080 Miles 0.01

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. R. J. Henry dated June 28, 1977, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77	G K Hoesmen	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—681-033

8571

FAS A464

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6 12 77
Donald L. Dent

1-28-77 Bid Letting _____ All Clear Deadline

SECTION Parson's Creek Bridge
Highway Marcola Rd FAS-A464
County Lane Region _____
Type of Work Structure Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No significant problems
Write-off Letter	X					
PERMITS:						
Division of State Lands.	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X				X	

Section PARSONS CREEK BRIDGE Programming Estimate $

Highway FAS A 464 ct Length

County LANE Completion Time

Kind of Work STRUCTURE

Prefix 520-1901 FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP DATE: 4/29/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 3
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Glen Clark FROM: Loc. Prog. Un.

COMMENTS:

Please forward to county for their info.

FORM 81-734-3100 (REV. 9-76) SP°35882-734

ract Amount $ 70,542

$

	$ 70,542.00
Contingencies (4-1/2%)	3174.39
Engineering (10 %)	7054.20
~~Contingencies~~	$
Estimated Net Authorization, Construction	$ 80,770.59

APPROVED

Road Design Engineer

Section PARSONS CREEK BRIDGE Programming Estimate $ _____

Highway FAS A 464 Project Length _____

County LANE Completion Time _____

Kind of Work STRUCTURE _____

Prefix 520-1901 FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 70,542

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
~~Signal Controller Testing~~	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ _____

$ 70,542.00

Contingencies (4-1/2%) 3174.39

Engineering (10 %) 7054.10

[redacted] $

[redacted] _____

Estimated Net Authorization, Construction $ 80,770.59

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date _____

Section Parsons Cr Bridge

County _____

Kind Of Work _____ Length _____

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	6%	All	All		4000
	Temporary Protection and Diversion of Traffic		All	All		1500
	Temporary Traffic Signal Installation		All	All		8,000
	Bridge Removal Work		All	All		4,000
	Structure Excavation		CuYd	80	10-	800
	Special Backfill		CuYd	20	12-	240
	Furnish Pile Driving Equipment		All	All		3,500
	Furnish HP 10x42 Steel Piling		LinFt	350	8-	2800
	Drive Steel Piles		LinFt	350	1-	350
	Structural Concrete, Class 3300 (32 cu yd @ $220)		All	All		7040
	4'x 65'/70' Prestressed Slabs		Each	10	3400	34,000
	Reinforcement (4200 lb @ 0.36)		All	All		1512
	Guard Rail in Stockpile		All	All		2800
						70542-

8571

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-21-77

LETTER OF APPROV[illegible] AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-A464(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70305

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JUN 30 '77
REFER TO
FOR
Info. | Inves. | R/D | D/R | Sign | Act

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-6-77	Secondary A 464	County Road

GENERAL LOCATION:

"Parsons Creek Bridge"

GENERAL DESCRIPTION OF WORK:

Program change adding Archeological Salvage

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change-Add Archeological Salvage. TEC not to exceed $390-FF $334

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 16, 1977, this will confirm the verbal authorization of W. H. Kappus of this office as of June 6, 1977, to proceed with the above work.

Returned herewith is a copy of the signed Archeological Agreement.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-21-77	G. L. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

P. Mgmt

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

Mr. Lou E. Pierce
Chief Design Engineer
Oregon Bridge Engineering
Post Office Box 72
Springfield, OR 97477

May 26, 1977

Dear Mr. Pierce:

This will acknowledge your letter of May 19, 1977, concerning Lane County's FAS Parsons Creek Bridge Replacement Project RS-A464(1) on Marcola Road, as well as a letter directed to Mr. Len Wallace, pertaining to the FAS Long Tom River Project RS-606(1) on High Pass Road.

After conferring with the Salem Bridge Division, it now appears that both projects will make the July 28th bid letting as now scheduled.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
Bob Ellison
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
MAY 27 '77
REFER TO:
FOR
Action
File
Letter

NOTED
...MOR C. HOLMES

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

March 19, 1977

July
June 23 '77
w Hwy Schedule

Mr. Len Wallace.
Bridge Design Engineer
329 State Highway Building
Salem, Oregon 97310

Re: Long Tom River Bridge
Bridge 13911A
High Pass Road, Lane County

Dear Mr. Wallace:

We have completed the final plans for this project and are sending the full-size mylar tracings to your office with this letter.

The changes and additions requested in your letter of April 4th, have essentially been made. We will probably be talking with the Specifications Section about any changes in the special provisions. We do agree with the quantity of 10,000 lbs. for the reinforcing steel.

Our designer has rechecked the stresses in the piling and finds that the piles are satisfactory as originally shown. We did change the pile tip from HP 12x53 to HP 10x42 in order to make fabrication of the piles easier.

We would suggest making the ACWS depth 4-1/2" at the bridge centerline, giving a cross slope of 0.015 1/1.

If we have missed anything, or if there is anything else that we should do at this time please let us know. We are assuming a bid date in July.

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb
enclosures

cc: George Price w/enclosure
Glen Clark w/enclosure

8571

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

4-25-77

Subject: Federal Aid Project No. RS A464
Project Name PARSONS CREEK (MARCOLA ROAD) BRIDGE SECTION
FAS A464

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 25th day of April, 1977

County of LANE

Robert J. Elfers

ROBERT J. ELFERS, CHIEF ADMINISTRATOR

Certified By:

Virgil Wilson

Regional Right-of-Way Supervisor
Date 4-28-77

RECEIVED
MAY 2 1977
RELOCATION UNIT

APPROVED AS TO FORM
DATE April 22, 1977
Arthur J. Clark
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8571

April 14, 1977

MEMO TO THE FILES

FROM: Robert H. Prange
Local Projects Manager

RE: Parsons Creek (Marcola Road) Br.
FAS A464
Lane County
RS-A464(1)

Lane County will construct the approaches to the new bridge without Federal participation.

Guardrail is to be furnished as part of the project and stock piled in the county shops at 1820 Roosevelt Blvd. in Eugene. County will install guardrail at their own expense.

HR:dh

c.c. D.E. Swan
J.H. Verstaeg
C.T. Keasey
Jim Chidsey

8571

1-10-77

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-A464(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70305

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S.Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-10-77	1-10-77	Secondary A464	County Rd.

Init. | Init. | R/D | D/R | Sign | Acc

GENERAL LOCATION:

"Parsons Creek Bridge"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and contruct one bridge (Code X080 Miles 0.01)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $2,100 - FF $1,800

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-23-76 letter, I approve the Consultant Engineering Agreement with the Oregon Bridge Engineering Company for construction engineering only. A signed copy is returned herewith.

Also, as requested in Mr. Rulien's 12-23-76 letter, subject to submission of traffic noise analysis, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $97,900 - Federal funds $83,900 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-10-77	G. K. Hammer	Division Administrator

OBSOLETE STOCKS OF FORM PR-1240 (REV. 6-68)

8571

~~PRO 6-2~~

December 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70305
Project No. RS-A464(1)
Parsons Creek Bridge
Lane County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Approval of the attached Consultant Engineering Agreement with Oregon Bridge Engineering Company and the return of one approved copy for our files.

(2) Authorization to proceed with all phases of preliminary engineering by state forces at an estimated total cost of $2,100 with an obligation of $1,800 in federal funds.

(3) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $97,900 with an obligation of $83,900 in federal funds.

CL:ljt
Att.

cc: A. Shirley, Jr. (Reg. 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

December 23, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (65 typewriter spaces) 21 Co. Rd., approx. 11.0 mi N.E. of Springfield 68	ADT	PRESENT DHV 180 1,600	FUTURE 2,600 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. One Bridge 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (68)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER A464 7			
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Lane						
	NAME OF URBAN AREA - - 17-31						ROUTE NO. S	FEDERAL-AID A464 (32)	STATE Co. Rd. (36) (37)	U.S. - -			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (34) (38)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (39) (46)	FEDERAL FUNDS (47) (70)	STATE FUNDS	OTHER FUNDS
1	(1-4 5)	(15)	41	42	43 46	53						
5					PE			0.01	2,100	1,800	300	- - -
5					ROW							
5					CONST (CODE) X080		"Parsons Creek Bridge"	0.01	97,900	83,900	7,000	7,000 (Co.
							PROJECT TOTALS	0.01	100,000	85,700	7,300	7,000 (CO.
									(18) (23)	(24) (33)		REMARKS

CARD 1	CODE 1	PREPARED BY CL
1	14	PROGRAM APPROVAL DATES October 4, 1976

*Former FAS 228
Project No. RS-145(-)

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 23, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., approx. 11.0 mi N.E. of Springfield	ADT	DHV 180 1,600	2,600	96	10	Oregon	41	075	70305

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Y. Projects Only POST MI.	DESIG.
dge								RS-	A464	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Lane	039	1 OR 2
- -	ROUTE NO. S — FEDERAL-AID A464 — STATE Co. Rd. — U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.01	2,100	1,800	300	- - -	
OW								
ONST (CODE) 080		"Parsons Creek Bridge"	0.01	97,900	83,900	7,000	7,000 (Co.)	ROW - 60' min.; Access Control-None; Parking Restrictions-None.
CL		PROJECT TOTALS	0.01	100,000	85,700	7,300	7,000 (CO.)	

APPROVAL DATES

October 4, 1976

REMARKS

*Former FAS 228
Project No. RS-145(-)

(over)

PARSON'S CREEK BRIDGE

PROJECT NO. RS-A464(1)

Existing Facility: Present structure (#16-2W-24) is 60' timber with horizontal clearance of 24 feet. Roadway approaches are 22' AC surface with 2' shoulders.

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases by state forces.

(2) Construct reinforced concrete bridge #14683A (length 60') with horizontal clearance of 40', furnish and install guardrail and remove existing structure. County to construct roadway approaches.

NOTE: Preliminary and construction engineering will be performed by the consultant firm of Oregon Bridge Engineering Company with review and contracting by state forces. Lane County will not submit a claim for preliminary engineering by the consultant.

Additional Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None required.

FHPM 7-7-2 Requirements: Nonmajor action project by FHWA on June 4, 1976 under project RS-145(-).

IM 50-1-70 Requirements: Exempt from State Clear District 5 Clearinghouse A-95 review under workin

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under C Plan.

(b) Location/Design - Not a factor in the d this project.

NOTE: This project is in Congressional District

K BRIDGE

S-A464(1)

lity: Present structure (#16-2W-24) is 60' timber with earance of 24 feet. Roadway approaches are 22' AC surface ders.

ions: Same as existing roadway.

Work under this project consists of the following:

liminary engineering all phases by state forces.

struct reinforced concrete bridge #14683A (length 60') h horizontal clearance of 40', furnish and install guardrail remove existing structure. County to construct roadway roaches.

reliminary and construction engineering will be performed y the consultant firm of Oregon Bridge Engineering Company ith review and contracting by state forces. Lane County ill not submit a claim for preliminary engineering by the onsultant.

ght-of-Way: None required.

, Airports, Railroads, Water Developments, Historical and Areas: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 4, 1976 under project RS-145(-).

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8571

Br. No. 14683A

CONSULTANT AGREEMENT
FAS-C SYSTEM ROADS PROGRAM

12-20-76

THIS AGREEMENT, made and entered into by and between Lane County, acting by and through its Board of Commissioners, hereinafter referred to as County; and the firm of Oregon Bridge Engineering Company, an Oregon Corporation, whose office address is 223-M North "A" Street, Springfield, Oregon, acting by and through its Company Officers, hereinafter referred to as "Consultant";

W I T N E S S E T H

RECITALS

1. County plans and proposes to construct the Parsons Creek Bridge Section of Marcola Road.

2. County has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of consultant. County has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit A, and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work whall be referred to as "project".

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all of the work and services outlined in the attached Exhibit A, and shall confer with County during the project, whenever it is deemed necessary. As a minimum, conferences shall be arranged prior to proceeding with any work on the project, and upon completion of field work, but prior to proceeding with any structural design.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close vicinity of the project, that will be convenient to County, the State Highway Division and the Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to County for the cost of work performed in accordance with the provisions of Exhibit A.

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. County shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. County shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. The Oregon Department of Transportation, Highway Division, pursuant to an agreement with County, shall assign a liaison engineer to review Consultant's work and approve billings submitted by County. All approved billings shall be paid by State, and State shall submit all claims for federal participation to the Federal Highway Administration in the normal manner.

4. No work on the project may begin until letter of notification has been received by Consultant authorizing work on the project to proceed.

GENERAL PROVISIONS

1. Consultant shall begin performance under this agreement not later than 30 calendar days after notification in writing to proceed, and will have completed the services heretofore described to the point of submitting preliminary plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of County, an extension of time is warranted due to major changes, or due to weather conditions, or other factors beyond the control of Consultant, County shall determine the amount of such extensions in time and grant such extensions in writing.

2. County shall pay Consultant for the preliminary and design engineering services herein described, on the basis of their Annual Engineering Agreement.

3. County shall also pay to Consultant as full compensation for construction engineering services, based on Consultant's actual cost plus a fixed fee, an amount not to exceed $ 7,500.00, except as stipulated in paragraph 12 under General Provisions. No retained percentages will be withheld from Consultant's approved bills.

4. The parties hereto agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished, if requested.

5. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of County. Consultant shall place his endorsement on all engineering data furnished.

6. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay an company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

7. The design standards and procedures shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970, or "Geometric Design Standards for Highways Other Than Freeways", published by AASHTO, 1969. The specific design and dimensions will be determined from said standards adopted by AASHTP shall govern design of highway bridges and related structures. The Consultant shall use the Oregon State Highway Division's procedures, standards, related specifications and forms as a guide in the development and prosecution of the project.

8. County reserves the right to terminate this agreement at any time, upon written notice, in the event of any of the following contingencies.

a. At the termination of any phase of the agreement.

b. If the project is abandoned, or indefinitely postponed.

c. If the Consultant's services are, in the judgment of County, unsatisfactory.

d. If the Consultant fails to prosecute the work with due diligence or fails to complete the work within the time limits specified herein or as subsequently extended.

In the event County terminates this agreement, County shall be obligated to pay Consultant an amount equal in value to that of the services satisfactorily performed until the time of termination, and will acquire ownership of the work completed at termination date. Any dispute concerning a question of fact in relation to the work may be resolved by conference between the parties hereto, but the decision of State shall be final.

9. Consultant shall save and hold harmless the County its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

10. The parties hereto agreement understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to: Title 23, U.S.C., Federal Highway Act; and Titles 2 and 3 of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

11. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County ; and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by County . No consent of County shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

12. In the event County decreases or increases the amount of work specified under this agreement, or in the event it becomes necessary to change any of the work that has been approved and/or accepted by State , this agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have approval of the State and Federal Highway Administration.

13. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successor, assignee, transferee, and subcontractors of Consultant, and any legal successor ar assignee of County.

14. Consultant shall not engage, on a full or part-time basis, during the period of this agreement, any professional or technical personnel who are, or have been during the period of the agreement, in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

15. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows:

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the non-discrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 15 and 15f in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interest of the United States.

16. Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon. Consultant hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of

or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. _____ officials have acted in this matter pursuant to Ordinance or Resolution No. _____ adopted by its _____ on the _____ day of _____ 19___.

OREGON BRIDGE ENGINEERING CO.

By W A Valentine

By Robert J. Elfers 4/21/76
Robert J. Elfers
Chief Administrator

CONCURRENCE

By Al Dennis
County Engineer

OSHD E T Hunter

County Lane

Date 12-20-76

Date 3-30-76

APPROVED AS TO FORM
DATE 4/16/76
Helen B. Kalif
OFFICE OF LEGAL COUNSEL

CERTIFICATION OF CONSULTANT

I hereby certify that I am the W. A. Palmateer, General Mgr.
(name and title)

and a duly authorized representative of the firm of Oregon Bridge Engineering Co.

whose address is 223-M North A St., Springfield, Ore., and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

May 11, 1976
DATE

W A Palmateer
SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the _____
of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

12-20-76
DATE

E J Hunter
SIGNATURE

Exhibit D

EXHIBIT A

FOR: Parsons Creek Bridge Section of Marcola Road

BETWEEN: Oregon Bridge Engineering Co. and Lane County, Oregon

The consultant shall furnish all personnel, materials, supplies, equipment and other incidentals necessary for the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division (OSHD) and the Federal Highway Administration (FHWA), as follows:

All preliminary engineering, including the field surveys and investigative work required for design of the project.

The design shall be developed with the plans and specifications prepared to the scale and detail required for compliance with OSHD standards for contract plans, current standard specifications for highway construction, supplemental specifications, and necessary special provisions. The consultant shall also prepare a complete and accurate summary of quantities and estimate of cost to be submitted with the final plans.

It is the intent of the County that the final plans, specifications, special provisions, quantity estimates, estimates of cost, and contract documents furnished by the consultant shall be in a form and in a condition ready for preparation of contract documents by OSHD for the normal advertisement for bids on the project.

Documents and data prepared by the consultant which shall become the property of County include, but are not limited to: field notes, original drawings, profile sheets, cross-sections, mass diagrams, horizontal alignment data, computations, final construction plans, specifications, special provisions, summary of quantities, and cost estimates.

Upon award of a construction contract by State, the consultant shall provide the following construction engineering and supervision in a manner and to standards acceptable to OSHD and standard engineering practice.

1. Furnish all construction staking.

2. Check all shop drawings.

3. Provide all on-site construction inspection and off-site precast concrete inspection.

4. Provide normal on-site materials testing and compaction testing.

5. Obtain, prepare and forward to either Lane County testing laboratory or the OSHD testing laboratory such material samples as are required from the job-site and off-site.

6. Arrange for such off-site shop fabrication inspection as deemed necessary to insure quality control.

7. Prepare weekly construction reports and monthly cost estimates.

8. Prepare necessary change orders, extra work orders and price agreements.

9. Interpret plans and specifications throughout.

10. Conduct final inspection.

11. Prepare final report and "as-constructed" plans.

OSHD and/or FHWA may perform any preliminary engineering material testing, plan review, construction inspection, or shop fabrication inspection deemed necessary to assure project control. State shall supply consultant with laboratory reports, inspection reports, or notes when applicable.

The consultant shall arrange a preliminary design conference and a final design conference with representatives of OSHD, County and Consultant in attendance.

All portions of the work covered by this proposal shall be subject to review by OSHD, County and FHWA at any time deemed appropriate. Any duly authorized representative of OSHD, County or FHWA may request and obtain conferences, visits to the project site and inspection of the work at any reasonable time.

The Consultant shall submit a monthly design progress report to OSHD and the County.

The Consultant shall obtain approval of the final plans and supporting data from OSHD and the County. Said approval shall not absolve the Consultant from any errors or omissions which may have been undetected during review by OSHD and the County.

BASIS FOR ENGINEERING FEE

The engineer has taken his current overhead costs, based on his present work force and present volume of work to project annual overhead cost and annual volume of work.

The salary cost is defined as the cost of salaries (including any sick leave, vacation and holiday pay applicable thereto) to the engineer, draftsman, inspectors, surveymen, etc. plus unemployment insurance, excise and payroll taxes, contributions for social security, state Industrial accident insurance, retirement benefits, medical insurance benefits, and any other such mandatory taxes as may be imposed, for time directly chargeable to the project.

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For the Year Ended May 31, 1975
(Prepared without audit)

	1975
DIRECT COSTS	
Salaries and payroll taxes	$210,355
Outside services	1,493
Blueprinting	1,741
Travel, education and promotion	2,858
Other costs	8,904
Total	$225,351
OVERHEAD COSTS	
Administrative and office salaries and payroll taxes	$ 77,040
Equipment lease and rental	420
Office supplies and expense	8,464
Office rent	6,971
Telephone	3,229
Travel, education and promotion	4,688
Utilities	808
Taxes and licenses	696
Auto expense	1,287
Employee insurance	9,212
Professional services	1,544
Dues and subscriptions	1,581
General insurance	9,187
Depreciation	11,854
Contributions to profit sharing and pension trust	51,134
Transportation repairs and maintenance	8,625
Total	$196,740
PERCENT OF OVERHEAD COSTS TO DIRECT COSTS	87.30%

Revised 9/9/76

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective January 1, 1976

	Chief Const. Engr.	Proj. Engr.	Asst. Proj. Engr.	Asst. Proj. Engr.
Hourly Salary	11.36	8.19	6.00	5.83
Payroll Taxes - 9.205%	1.04	0.75	.55	.54
Vacation/Holiday/Sick Leave	1.26	.91	.67	.65
Pension	.91	.66	.48	.47
Hospitalization & Insurance	.62	.19	.39	.38
Actual Chargeable Rates	15.19	10.70	8.09	7.87
Rates Used	15.20	10.70	8.10	7.85

CONSTRUCTION ENGINEERING ESTIMATE

SALARY COST ESTIMATE

Project Engineer	6 Weeks @ 324	$1,940
Supervisory Engineer	3 Days @ 122	370
Survey	1 Day @ 200	200
Off-site Inspection	3 Days @ 63	190
		$2,700
Overhead Allowance		2,370
Miscellaneous Job Expenses Telephone, Supplies, Etc.		100
Vehicle Expense	6 Weeks @ 50	300
Fixed Fee		800
		$6,270

Estimated Project Construction Cost = $75,000

Engineering = 8.3%
(Not to Exceed 10% or $7,500)

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

Compensation for construction engineering is based on reimbursement of actual costs incurred plus a net fee amount for services. The amount actually paid the consultant may be adjusted upward or downward depending on the results of an audit which will be performed prior to payment of the final billings.

8571

October 20, 1976

Lane County Board of Commissioners
Courthouse
Eugene, OR 97401

Attention: Donald M. Penfold
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5401

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Parsen Creek Section of the Marcola Road, FAS A464.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

mr
Att.

bc Don Harwell (agreement att.)

8571

FAS A464
Ruliën
Lane Co

OREGON STATE HIGHWAY DIVISION

REGION 3

PRO 6

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLAUSE
Administrator and
State Highway Engineer

John E. Goodson
Trans. Planning Engineer
Lane County
135 East Sixth Avenue
Eugene, OR 97401

October 5, 1976

Dear Mr. Goodson:

This will acknowledge your letter of September 30, 1976, transmitting signed copies of the Engineering and Construction-Finance Agreements for your FAS-C Parsons Creek Bridge Replacement Project No. RS-A464(1) on Marcola Road in Lane County. Also received was the required Right-of-Way Certificate.

By a copy of this letter, both items are being forwarded to the Program Management Section. This project is currently on the letting schedule for February 24, 1977.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Deb. Please send to Hunter HR

GC/slc

cc: L.W. Rulien
Bill Anhorn
Ellis Jones

HAL-FRED

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
OCT - 7 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-A464(1)
Project Name Parson Creek Section
Marcola Road, FAS A464

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 28th day of September, 1976

County of Lane

By Harry L. Durrie
~~ROBERT J. ELFERS~~
Acting Chief Administrator

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVED AS TO FORM
DATE 9/22/76
Helen B. Kehl
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C
R/W File No. _____
Rev. 1/76

Rulien
FAS A464 (228)
Lane Co

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

August 30, 1976

Dear Mr. Driver:

Attached are three copies of a Construction-Finance Agreement for your FAS-C Marcola Rd Bridge Replacement Project No. RS-A464(1) over Parson Creek. Also attached are four copies of the required Right-of-Way Certificate.

You will note that this agreement was written (things to be done by county - par 4 - line 2) when the federal/match ratio was 78/22. This has now been changed in the State of Oregon to 86/14. Thus, if you were requesting federal participation for preliminary engineering, the figure would be 93% (86% + 7% State).

Please review the agreement and if found satisfactory, please obtain the Administrators signature and return all three copies to this office along with three copies of the Certificate.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
Bill Anhorn
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

PROJECT MANAGEMENT
SEP - 2 '76
REFER TO
Info | Investigate | Y/N | Action | File | Letter | Signature

8571

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:
NPPND-RF

24 June 1976

file 3-118

Mr. W. A. Palmateer, General Manager
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, OR 97477

RE: Construction of a Single Span
Bridge over Parsons Creek

Dear Sir:

I am in receipt of your application for Lane County to construct a new bridge over Parsons Creek dated 2 June 1976.

Please be informed a permit is not necessary for the above referenced project. The Portland District, Corps of Engineers, will not have jurisdiction over all waters, including Parsons Creek, until 1 July 1977. Even after that date a Department of the Army permit would not be necessary unless new fill was involved with your proposed work. Therefore, I am returning your drawing and application form.

If we can be of any further assistance do not hesitate to call our Portland office collect at 777-1602 and a member of my staff will return your call.

Sincerely yours,

for F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

Incl
as stated

PROJECT MANAGEMENT
MAR 21 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me
X

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

8571

Tag 228
Lane Co

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 21, 1976

FILE: PRO 4-3

FROM: L. W. Rutledge
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Parson's Creek Bridge
Marcola Road
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn
Region 3 Geologist: Elliott Parker

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-23-76

RECEIVED
COUNTY & CITY SECTION
JUN 29 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO
FOR
Info | Innes | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-72)

DIST. 5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-145(-)
Parson's Creek Bridge
Marcola Road
LANE Co
Project Assessment

DATE: June 4, 1976

In reply refer to: 1041B.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's May 27 letter has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
DOT OPERATIONS
JUN 14 76
REFER TO
Rulien
FOR
Info | Invest | R/D | C/R | Sign | Act | File

BEN GIFFORD

PROJECT MANAGEMENT
JUN 15 76
REFER TO
Info | Investigate

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

RECEIVED
COUNTY & CITY SECTION
JUN 29 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ CPE ☐ CE ☐ RE ☐ RPE ☐

CATEGORY 3 PROJECT non-Major

RS-145(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 26, 1976

Section Parsons Creek Bridge — Unit (if appl) —

County Lane — City west of Marcola

Highway Marcola Road (FAS 228) — State Hwy. No. —

Termini: M.P.(if appl) 11.85 — Length 60 ft. (existing)

Region 3 — Construction Estimate $75,000
Program Amount

B. Purpose of Project:

To replace the only rated County bridge (30 ton) in the Mohawk drainage area with a bridge designed to carry legal load limits.

C. Origin & History of Project:

Parsons Creek Bridge was constructed in 1962 (wood timbers and deck overlain with asphalt) when load limits were not as high as at present. This bridge was also built to a narrow road standard (24 feet).

D. General Description of Project:

Replacement of existing wood bridge structure with one of pre-cast concrete construction, using the existing bridge for traffic during the construction period.

Alignment: New No — Existing Yes — Combined No

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. 2 ft.; Parking None

Proposed: No. Lanes 2 ; Med. None ; Shldrs. 8 ft.; Parking None

Traffic: Existing Facility: Existing ADT 1700('75) Projected ADT 2030 ; Yr. 1985

Existing Level of Service B

Proposed Facility: Projected ADT 2030 ; Yr. 1985

Projected Level of Service B

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels None
Yes, No

Acres None ; Type of Relocation Req. None ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any: Contractor will be required to dispose of all reconstruction materials and debris according to the Standard Specifications for State Highway Dept. (Oregon, 1974) which include removal from the job site and disposal in accordance with County and State (DEQ) requirements.

Type of Structure(s):

60 foot concrete pre-cast clear span bridge

Brief Description of River or Stream and Type of Involvement, if any: Parsons Creek has its source in the Coburg Hills to the north. At the bridge location during Spring flow, it is approx. 15 feet wide and 2-3 feet deep with moderately rapid flow. The banks are 5-8 feet high and lined with grass, blackberries and alders. The stream is populated by a few cutthroat trout and coho salmon, which spawn in this area. Stream involvement will be limited to removal of existing wood pilings.

Local City, County or COG priorities of project:

High priority by Lane County. The only County bridge in the Mohawk drainage area rated at less than legal load limit.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

This is strictly a replacement project necessitated by the weight of loaded vehicles using the road. The proposed design is deemed adequate for present and projected traffic and therefore location or design alternatives are limited or non-existent. If in the future Marcola Road becomes desirable as a bikeway, bridge shoulder width is adequate for this purpose.

Other Descriptive Information or Comments:

Permit from Corps of Engineers (Sec. 404) will be required for construction after July 1, 1977.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Surrounding lands are small-lot farms with pasture and scattered evergreen and deciduous trees. Land is generally river bottom, rising eventually to hills in all directions of view.

2. Cultural: Area is occupied by scattered small farms having fenced-in pastures and pens. Homes are modest and barns or outbuildings are in a generally poor state of maintenance. The nearest dwelling to this bridge is approximately 500 feet distant, and a total of about 15 homes can be seen within the total area within view, which extends in some directions to about one mile. Traffic along Marcola Road is heavy for an otherwise rural area and becomes particularly noticeable with the large amount of truck traffic, creating a high noise level near the road. Average speeds along this portion of Marcola Road are about 45-55 MPH. Parsons Creek Road has only light traffic (A.D.T. 350), but the area served by Parsons Creek Road is experiencing comparatively rapid residential development.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None to be acquired.

2. Estimated Impact on Traffic Patterns:

Traffic will continue to use this route during bridge construction, but during brief periods, passage will be limited to one lane at a time. Due to relatively light traffic flow, this should cause only very minor delay to road users. There will be no permanent impact on traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

No consequences on air quality, noise or other factors. The wider bridge will improve safety.

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

There will be very minor and temporary local disturbance of the water channel during bridge construction, limited to breaking off the existing wood piers below riverbed level. No equipment will be used within the wetted perimeter of the stream; turbidity and sedimentation will be held to an absolute minimum.

Consequences:

Adherence to the above conditions, as per the advice of the local Oregon Dept. of Fish and Wildlife representative, should result in no significant temporary impact and no permanent disruption of the stream. In addition, a present obstruction will be removed.

5. Expected Impact on Cultural and Scenic Resources:

This bridge is not presently a very visible structure and its removal and replacement should not cause any noticeable impact. During construction, no significant delay to traffic is expected.

Consequences:

No significant consequences.

6. Preliminary Identification of Areas of Critical Concern: To a limited extent, This stream is a habitat for coho salmon and cutthroat trout. However, stream involvement will be very limited and of short duration. It will not be necessary for equipment to intrude upon the stream, and any potential contaminating liquids must be stored away from the stream.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable.

b. Noise Standards

Not affected.

c. Water Quality Standards

If any impact, it will be positive in that a mid-stream obstruction will be removed.

d. Area Land Use and Transportation Plans, and Zoning

Consistent.

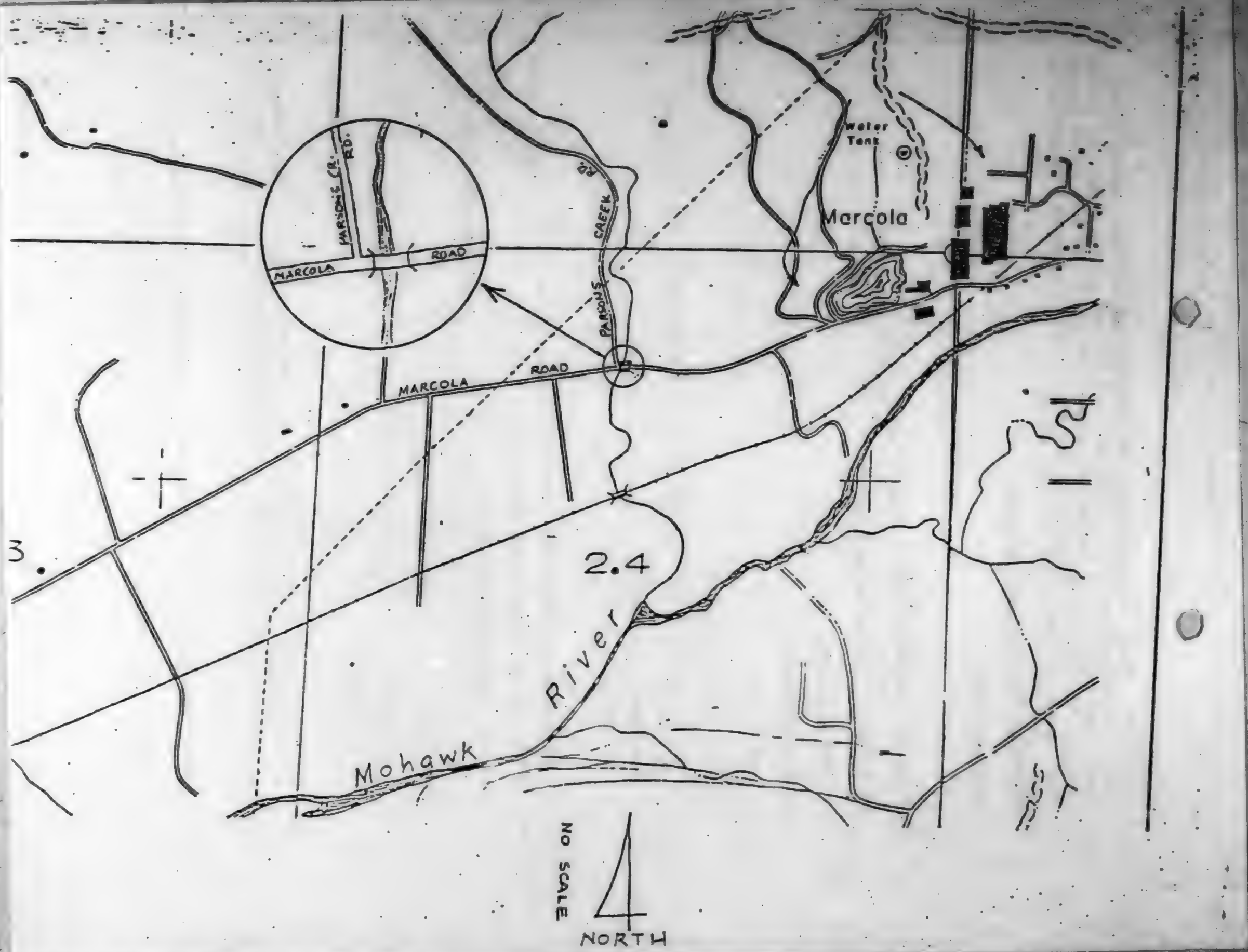
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION--X--

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: This project consists of the replacement of an existing bridge with one no more conspicuous or impact producing. There will be no significant change to the human or natural environment either in the short or long term.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Water Tank
Marcola
PARSONS CR.
RD.
MARCOLA
ROAD
CREEK
PARSONS
MARCOLA
ROAD
3
2.4
Mohawk
River
NO SCALE
NORTH

Form FHWA 121 (Rev. 8-72)

8571

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 4, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project RS-145(-)
Parson's Creek Bridge
Marcola Road
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. L. W. Rulien

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's May 27 letter has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
DOT OPERATIONS
JUN 14 '76
REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	J/R	Act	File
					✓	

noted
6/14

8571

No 228 + 230
Lane Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

May 13, 1976

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Transmittal of Two "Certification of Consultant" Forms

TO: L.W. Rulien
Project Management

The Consultant Agreements already forwarded to your office were missing the subject form.

Please attach to the Parsons Creek Bridge and the Two Dexter Lake Bridge Projects in Lane County on Marcola Rd and Jasper-Lowell Roads, respectively. FAS 228 FAS 230

Due to the substantially different environmental aspects of the Dexter Lake Projects, this office is attempting to keep the projects separated.

GC/slc

Forms Attached to Agreements 6-22-76

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAY 14 '76
FOR
Info | Investigate | R/D | Action | File | Letter | Call Me

8571

EAS 228 Collins
Lane Co PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Department of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

April 19, 1976

Dear Mr. Driver:

Attached is a consultant agreement for your FAS-C Parsons Creek Bridge project. This agreement has a change in Exhibit "A", Page 1, Paragraph 2, as compared to other agreement forms you may have on hand. This is a requirement your consultant should now be preparing.

In conversation with Mr. Engelmann, Regional Environmentalist, it is my understanding that the project assessment is nearly completed and will be arriving at this office in the near future.

Would it be possible for the contractor to supply the guardrail and for county forces to install it along with the approach work rather than having the contractor come back on the job for this minor work?

The application requests a 30-foot deck width. The standard width for the ADT experienced on this roadway calls for two 12-foot lanes and two 8-foot shoulders for 40 feet total. Any less will require prior approval of FHWA to "downscope" the project. It would appear that the minimum we in Region could support would be two 12-foot lanes and two 4-foot shoulders for a total of 32 feet. We need a written request to "downscope" this project and all the justification you can "muster."

PROJECT MANAGEMENT
APR 21 76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Attachment

cc: L. W. Rulien
William Anhorn
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
APR 26 1976
☐ ENGR. ☐ COOR. ☒ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8571

To: Ramjoue
6-23-76

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 9, 1976

Section Parsons Creek Bridge Replacement Unit (if appl)

County Lane City

Highway Marcola Road (FAS 228) State Hwy. No.

Termini: M.P.(if appl) 11.85 Length

Region 3 Construction Estimate $75,000
Program Amount

B. Purpose of Project:

To replace the only rated County bridge (30 ton) in the Mohawk drainage area with a bridge designed to carry legal load limits.

C. Origin & History of Project:

Parsons Creek Bridge was constructed in 1962 (wood timbers and deck overlain with asphalt) when load limits were not as high as at present. This bridge was also built to a narrow road standard (24 feet).

D. General Description of Project:

Replacement of existing wood bridge structure with one of pre-cast concrete construction, using the existing bridge for traffic during the construction period.

Alignment: New No Existing Yes Combined No

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. 2 ft; Parking None

Proposed: No. Lanes 2 ; Med. None ; Shldrs. 8 ft; Parking None

Traffic: Existing Facility: Existing ADT 1700('75) Projected ADT 2030 ; Yr. 1985

Existing Level of Service B

Proposed Facility: Projected ADT 2030 ; Yr. 1985

Projected Level of Service B

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels None

Acres None; Type of Relocation Req. None; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

None; contractor to dispose of existing timbers and miscellaneous reconstruction materials.

Type of Structure(s):

60 foot concrete pre-cast clear span bridge

Brief Description of River or Stream and Type of Involvement, if any:

Parsons Creek has its source in the Coburg Hills to the North. At the bridge location during spring flow it is approximately 15 feet wide and 2-3 feet deep with moderately rapid flow. The banks are 5-8 feet high and lined with grass, blackberries and alders. The stream is populated by cutthroat trout and coho salmon, which spawn in this area. Stream involvement will be limited to removal of existing wood pilings.

Local City, County or COG priorities of project:

High priority by Lane County. The only County bridge in the Mohawk drainage area rated at less than legal load limit.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

This is strictly a replacement project necessitated by the weight of loaded vehicles using the road. The proposed design is deemed adequate for present and projected traffic and therefore location or design alternatives are limited or non-existent.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: (Description of stream has been given on page 2)

Surrounding lands are small-lot farms with pasture and scattered evergreen and deciduous trees. Land is generally river bottom, rising eventually to hills in all directions of view.

2. Cultural:

Area is occupied by scattered small farms having fenced-in pastures and pens. Homes are modest and barns or outbuildings are in a generally poor state of maintenance. The nearest dwelling to this bridge is approximately 500 feet distant, and a total of about 15 homes can be seen within the total area within view, which extends in some directions to about one mile. Traffic along Marcola Road is heavy for an otherwise rural area and becomes particularly noticeable with the large amount of truck traffic, creating ahigh noise level near the road. Average speeds along this portion of Marcola Road are about 45-55 m.p.h. Parsons Creek Road has only light traffic (A.D.T. 350), but the area served by Parsons Creek Road is experiencing comparatively rapid residential development.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None to be acquired

2. Estimated Impact on Traffic Patterns:

Traffic will continue to use this route during bridge construction. There will be no impact on traffic patterns either of a temporary or permanent nature.

Consequences--Air Quality, Noise, Safety, etc.:

No consequences on air quality, noise or other factors. The wider bridge will improve safety somewhat.

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

There will be very minor and temporary local disturbance of the water channel during bridge construction, limited to breaking off the existing wood piers below riverbed level. No equipment will be used within the wetted parameter of the stream; turbidity and sedimentation will be kept to an absolute minimum.

Consequences:

No permanent disruption of the stream and removal of present obstruction.

5. Expected Impact on Cultural and Scenic Resources:

This bridge is not presently a very visible structure and its removal and replacement should not cause any noticeable impact. During construction, no significant delay to traffic is expected.

Consequences:

No significant consequences.

6. Preliminary Identification of Areas of Critical Concern:

To a limited extent, this stream is a habitat for coho salmon and cutthroat trout. However, stream involvement will be very limited and of short duration. It will not be necessary for equipment to intrude upon the stream, and any potential contaminating liquids must be stored away from the stream.

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

Not affected

c. Water Quality Standards

If any impact, it will be positive in that a mid-stream obstruction will be removed.

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION--X--

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: This project consists of the replacement of an existing bridge with one no more conspicuous or impact producing. There will be no significant change to the human or natural environment either in the short or long term.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

NORTH

NO SCALE

Mohawk River

2.4

Marcola Road

Parsons Creek Rd.

Marcola Road

Parsons Cr. Rd.

Marcola

Water Tank

8571

fgo 228
Lane Co

Salem
April 6, 1976

Robert H. Prange
Rural Engineer

Parsons Creek Bridge
Marcola Road, FAS 228
Lane County

Glen Clark
Region 3 Federal Aid Engineer
ROSEBURG

In regard to the Parsons Creek Bridge, FAS-C project which was approved at the March 30, Commission meeting, we need the following in order to start the project development process:

Project Assessment
Consultant Agreement
Authority for Survey

We have made a slight addition to our Consultant Agreement format. We have added to paragraph 2, sheet 1, of Exhibit "A" by making it a requirement that the consultant acquire all necessary permits and licenses. I'm sending you a supply of new Consultant Agreement forms.

In reviewing Lane County's request we noted that the County intends to construct the approaches with the contractor installing the guardrail. It is much more convenient if the contractor would merely furnish and stockpile the guardrail for the County's use. That way the contractor does not have to move a crew back in to install the guardrail after the County compietes its approach work.

It was also noted that the County intends to use the existing bridge to carry traffic while the new bridge is being built. Does this mean a slight alignment change with the new bridge being constructed along side the old one? Will this in turn cause the acquisition of additional right-of-way?

According to the latest traffic counts for FAS 228, the ADT at the Parsons Creek location is 1,700. Accordingly the FAS geometric design standards call for a structure with a 40-foot roadway (two 12-foot travel lanes plus 8-foot shoulders). If the County is adamant in its choice of a 30-foot structure, proper documentation should be submitted along with a recommedation from Region explaining why an exception to the standards is desirable.

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

8571

COUNTY ROAD FAS-C PROJECT REQUEST

3-30-76

(consultant)

To Lane 8/19/76

Name of County Lane FAS No. 228 Date

County Road Name Marcola

Section Name Parsons Creek Bridge

Type of Project Bridge Construction

Location of Project (Attach sketch map)

ADT 1450 (1974) 1900 (1976) Design Speed

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes X No ____

1976 1996
ADT 1600 2600
DHV 180 270

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

	Total	Federal	State	County
PE Consultant				
State				
Construction	96,000	~~74,880~~ 81,560	~~10,560~~ 6,720	~~10,560~~ 6,720

No PE charges by consultant

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FEB 18 1976
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☐ UPE ☐ CE ☑ RE ☐ RPE ☐

App'd by DOT Comm. 3/30/76

Form E-30 (Rev. 9-71)

8571

(A)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Fag 228 Lane Co

Section Parsons Creek Bridge

Highway Marcola County Road (FAS 228)

County Lane County

Date March 29, 1976

Authorization No. 1

Survey Prefix 520-1901 (Assigned by Salem office)

Description of termini, route, length, etc.: The Marcola County Road crossing of Parsons Creek. Lane County Bridge No. 16-2W-24.

Purpose of survey: To monitor the preliminary engineering and review plans for a bridge replacement project. P S & E work is to be accomplished by a consultant.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 18 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Estimate of cost:

Field	~~901~~	~~350~~
Design	905	500
Bridge	906	350
Location Studies (Hydrua)	918	500
Project. Mgt	920	100
Specifications	921	200
Environmental	923	100

RS-A464(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $2,100

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

..... Field Engineer

Recommended for Approval:

J. X. Wilson
..... Regional Engineer

Recommended for Approval:

/s/ Frank E. Bergin
..... Location Engineer

Approved:

/s/ [illegible]
..... Assistant State Highway Engineer

SP*23004-734

1-10-77
FAS-C

8571

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon State Highway Commission

Transportation

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

AGENDA
MAR 30 1976

Attached are tabulations and maps describing and locating four proposed Federal-aid Secondary projects--one each in Baker and Washington Counties and two in Lane County.

The project in Baker County is for constructing a bridge over the Powder River on Middle Bridge Road, FAS 01-109, east of Baker. FAS funds required for this project are estimated to be $170,000, of which $19,000 will be the State's cost.

The first project requested by Lane County is a bridge over the Parsons Creek on Marcola Road, FAS 228, northeast of Springfield. FAS funds required for this project are estimated to be $100,000, of which $11,000 will be the State's cost.

The second project in Lane County is for the construction of two bridges over Dexter Reservoir, on the Jasper-Lowell Road, FAS 230, south of Lowell. The estimated FAS funds required for this project are $650,000, of which $72,000 will be the State's cost.

Washington County's project consists of widening and improving Sherwood Boulevard, FAS 634, from Pacific Highway West to Third Street in the City of Sherwood. FAS funds required for this project are estimated at $480,000, of which $53,000 will be the State's cost.

These project requests will be on the agenda for the March 30 meeting and I recommend your approval.

Att.

bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
H. S. Coulter w/att.
L. W. Rulien
V. F. Skoog w/att.
E. L. Hardt w/att.
Alfred Shirley w/att.
W. E. Schwartz w/att.
Don Harwell
George Bell w/att.

RHP:dp dpv

LANE COUNTY
Proposed FAS-C Project

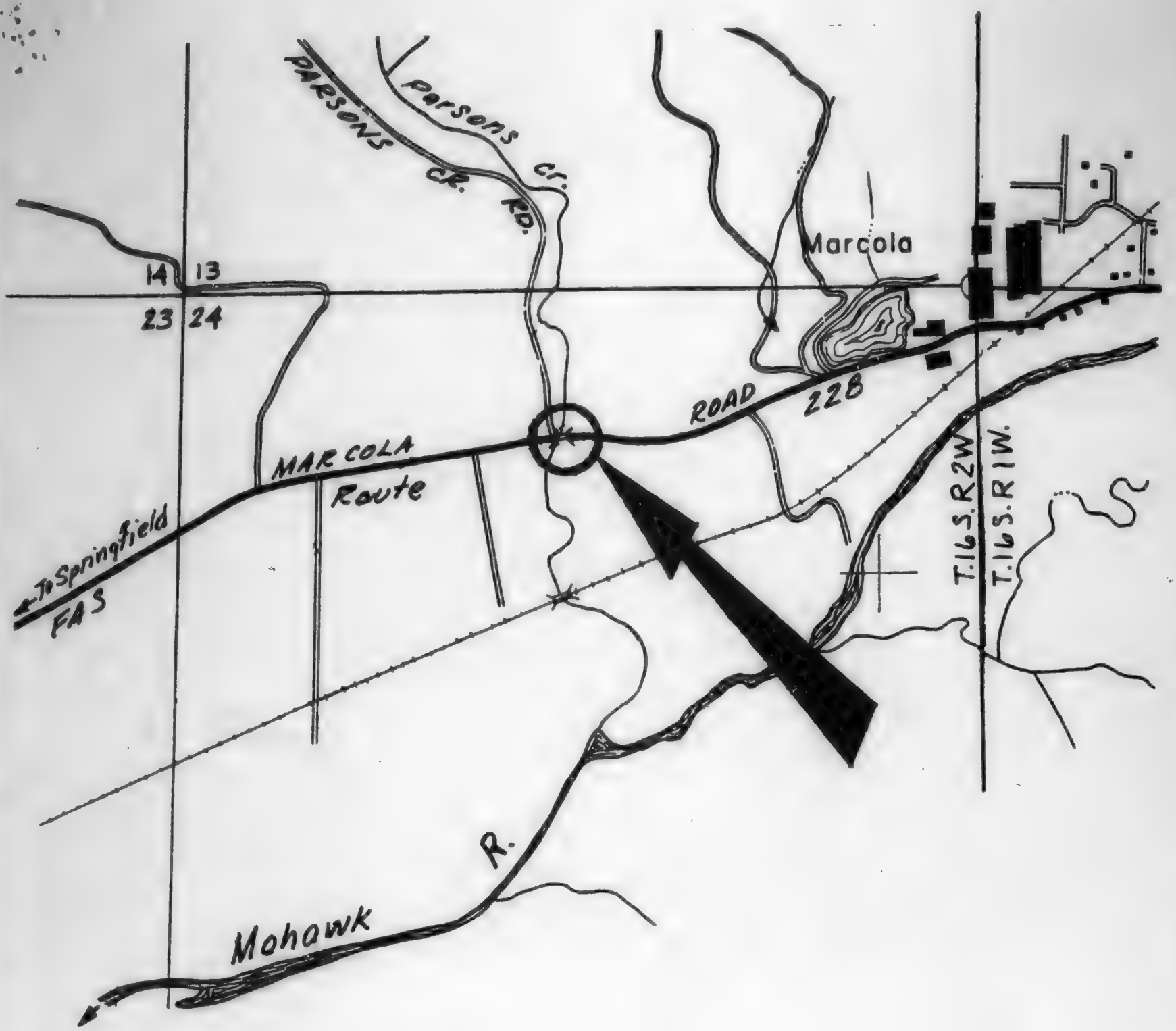
FAS 228
Parsons Creek (Marcola Road) Bridge
Bridge Construction
$100,000

Construct a concrete bridge 60 feet long with 40-foot clear roadway. Contractor will construct bridge, install guardrail, remove existing bridge. County will construct approaches consisting of two 11-foot travel lanes and 4-foot paved shoulders. Existing structure will be used as a detour.

Consultant will perform preliminary, design and construction engineering.

No additional right-of-way is anticipated. A public hearing will not be required.

76-c
3/17/76



PARSONS CR.(MARCOLA RD.)BR.

MARCOLA RD. FAS 228

Lane County

8571

Yakima Co
PRO 6
FAS 228
FAS 230

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Mr. Al Driver, Director
Department of Transportation
Lane County
135 Sixth Avenue East
Eugene, OR 97401

Dear Mr. Driver:

This is to advise that your three Bridge Replacement projects; Parsons Creek Bridge on Marcola Road, Dexter Reservoir (both north and south structures) on Jasper-Lowell Road are being processed for Transportation Commission action.

FAS 228

FAS 230

At this time we would appreciate your obtaining consultant agreements for all three projects as well as project environmental assessments for all three projects. Attached is a copy of the current assessment form.

We note that the county will be constructing the approaches to the Parsons Creek structure, but you intend contracting the approaches to the Dexter structure. Please advise if federal-aid is to be requested for any portion of the projects other than the actual structures.

Also, please advise, if any, of the engineering will be at 100% county expense.

By a copy of this letter I am asking Mr. Grassman, Regional Design Engineer, to prepare three Authority for Surveys for the States monitoring plan review, contract letting and project assessment review activities.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd
Attach.

cc: L. W. Rulien
Frank Terpin
Walter Hart
William Anhorn
Ellis Jones

PROJECT MANAGEMENT
MAR - 8 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

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COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☐ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Rev. 10/29/75

8571

COUNTY ROAD FAS-C PROJECT REQUEST

Consultant

2-18-76

Name of County Lane FAS No. 228 Date

County Road Name Marcola

Section Name Parsons Creek Bridge

Type of Project Bridge Construction

Location of Project (Attach sketch map)

ADT 1450 (1974) 1700 (State) Design Speed

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes X No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width

2. Shoulders: Type
(AC, Pug Cold Mix, Oil Mat)
Width Each Side Total Top Width

3. Grading and Drainage:
By County County Date of Completion By Contract

4. Bottom Base Course:
By County County Date of Completion By Contract
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County County Date of Completion By Contract

6. Binder Course:
By County County Date of Completion By Contract

7. Traveled Surface and Shoulders:
By County County Date of Completion By Contract

8. Clearing:
By County County Date of Completion By Contract

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs

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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width _____
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Parson's Creek

2. Name of bridge (Lane Co. Bridge #16-2W-24)

3a. Dimensions of existing bridge. Length 60 Roadway Width 24 Type Wood
b. Dimensions of existing approaches. Type AC Width 22 Shoulders 2

4. Type of design and material used in existing bridge.
Wood stringers

5. Location (please attach map with location marked):
Section 24 Township 16S Range 2W W.M.

6. Desired width of proposed bridge ~~30'~~ 40' Approx. length 60'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

1800 sq. ft @ at
40.00/sq ft = $72,000
40.00 (2400) = $96,000

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Basically concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes X No_____
By State? Yes_____ No X

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No X

17. Will Contractor sign project outside work area during construction? Yes X No_____

18. Approaches or Connections: By County? Yes X No_____
By Contractor? Yes_____ No X
Traveled surface: Type A.C. Width 22
Shoulder surface: Type A.C. Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure 150±
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No
By County Contractor X
Right side only? Yes X No
Both sides? Yes No X
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes No X
Use for detour? Yes X No
Removed by County? Yes No X
Removed by Contractor? Yes X No
Salvaged by Contractor for County? Yes No
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes No X
By Contractor? Yes No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes No X Size
Company
b. Sanitary sewer mains: Yes No X Size
Company
c. Storm sewer: Yes No X Size
Company
d. Gas mains: Yes No X Size
Company
e. Power lines: Yes No X Size
Company
f. Telephone lines: Yes X No Size
Company P.N.B.
g. Other Utilities:

24. Does County wish provisions made for future utility attachment to structure? Yes X No

25. Does County wish lightpost bases and conduit installed? Yes No X

26. Does County wish complete job of illumination in project? Yes No X

27. Is project contingent upon other factors? Yes No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain _____

28. Existing roadway on either side of bridge:

N or E Side -	Travelway surface and width	A.C.	22'
	Shoulder surface and width	Rock	2'
S or W Side -	Travelway surface and width	A.C.	22'
	Shoulder surface and width	Rock	2'

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State?	Yes ____	No X
By Consultant?	Yes X	No ____
By County?	Yes X	No ____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:

By State?	Yes ____	No X
By Consultant?	Yes X	No ____
By County?	Yes X	No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum _____ Minimum 60'

2. Is any additional right of way needed? Yes _____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes _____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No X

5. Should State prepare options? Yes _____ No X

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No X

10. Is a hearing necessary? Yes _____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company: _____
Telephone - P.N.B.

13. Are utilities on existing right of way by permit X or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No _____

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No _____

29. Will P.U.C. application be made by State _____, or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X

Remarks re Section IV: _____
_____
_____
_____

V. MATERIAL SOURCES DATA N/A

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 75,000
2. Available FAS Funds $ 462,116
3. Does County wish advancement of future Federal funds? Yes X No_____
   Amount_____
4. Date match money is available Now
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: ~~Summer 1976 - ASAP~~ F.Y. 76-77

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Lane County Department of Transportation Office
2.	Environmental	Lane County Department of Transportation Office
3.	Public Hearing	Lane County Department of Transportation Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

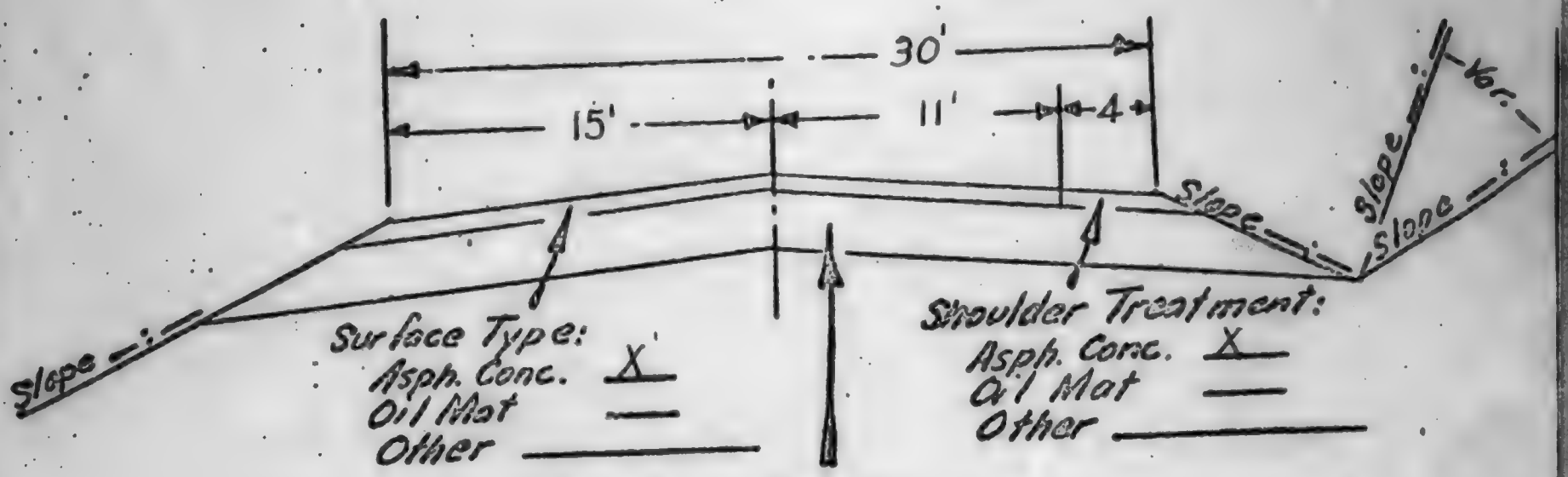
By Robert J. Elfers
ROBERT J. ELFERS
Chief Administrator

By Al Lewis
County Engineer of Roadmaster

County LANE

Date Jan 30, 76

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat —
Other —

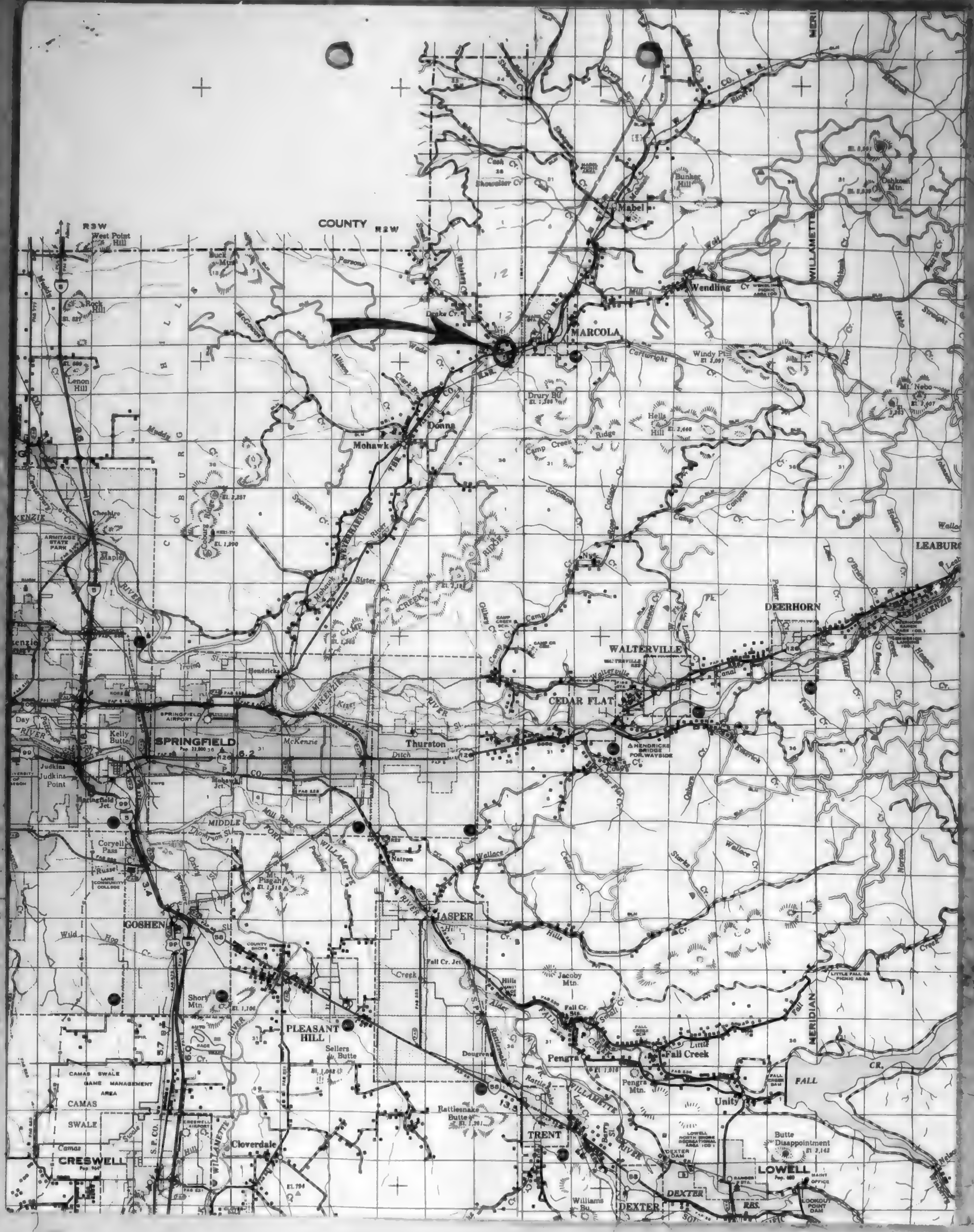
Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone X
Asph. Treated —
Cement Treated —

No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter —
Other —


COUNTY
R3W
R2W
West Point Hill
Rock Hill
Lenon Hill
Cheshire
Maple
ARMITAGE STATE PARK
Coburg Ridge
Buck Mtn.
Parsons
Drake Cr.
Wade
Allaway
Clark Br.
Mohawk
Donna
Spores
Sister
Mohawk Jct.
CAMP CREEK
Mabel
Bunker Hill
Oakhouse Mtn.
Wendling
MARCOLA
Carturight
Windy Pt.
El. 1,097
Drury Bu
El. 1,366
Hells Hill
El. 2,460
Mt. Nebo
El. 3,997
Camp Creek Ridge
Solomon
Canyon
Camp
Nye
Nye Cr.
Johnson
Holden
Wellon
LEABURG
DEERHORN
WALTERVILLE
CEDAR FLAT
Walterville
Canal
Taylor Cr.
Thurston
Ditch
Cedar Flat Cr.
Quines Cr.
Starks Cr.
Wallace Cr.
Norton
Natron
JASPER
Hills
Jacoby Mtn.
Fall Cr. Jct.
Fall Cr. Dam
Shedd Cr.
Little Fall Creek
Pengra
Pengra Mtn.
Unity
FALL CR.
FALL CREEK DAM
LITTLE FALL CR. PICNIC AREA
Willamette Meridian
Butte Disappointment
El. 2,142
LOWELL
Pop. 650
DEXTER
DEXTER DAM
LOOKOUT POINT DAM
RRS.
Williams Bu.
TRENT
Rattlesnake Butte
El. 1,361
Dougren
Rattlesnake Cr.
Lost Cr.
Barly St.
PLEASANT HILL
Sellers Butte
El. 1,048
Shory Mtn.
El. 1,106
GOSHEN
Pop. 1,000
Coryell Pass
Russel
Mt. Pisgah
El. 1,018
Wild Hog Cr.
Mill Race
Thompson St.
Parsons
Fall Cr.
Alder Creek
Rattlesnake Cr.
CAMAS SWALE GAME MANAGEMENT AREA
CAMAS SWALE
Camas
CRESWELL
Pop. 900
CRESWELL AIRPORT
Cloverdale
EL. 784
SPRINGFIELD
Pop. 33,800
SPRINGFIELD AIRPORT
Kelly Butte
Judkins Point
Springfield Jct.
Day
Hendricks
Kizer
McKenzie
Glass Cr.
Camp Cr.
Gilkey Cr.
Johnson Cr.
Taylor Cr.
Holden Cr.
Quines Cr.
Starks Cr.
Wallace Cr.
Norton Cr.
Cedar Cr.
Hills Cr.
Shedd Cr.
Fall Cr.
Dexter Cr.
Barly St.
Lost Cr.
Rattlesnake Cr.
Alder Creek
Hills Creek
Wild Hog Cr.
Mill Race
Thompson St.
Parsons
Natron
Wallace
Starks Cr.
Cedar Cr.
Norton Cr.
Fall Cr.
Shedd Cr.
Little Fall Creek
Pengra
Pengra Mtn.
Unity
Jacoby Mtn.
Fall Cr. Jct.
Fall Cr. Dam
Hills Creek
Alder Creek
Rattlesnake Cr.
Lost Cr.
Barly St.
Dexter Cr.
Williams Bu.
Rattlesnake Butte
El. 1,361
Sellers Butte
El. 1,048
Shory Mtn.
El. 1,106
Pisgah
El. 1,018
Cloverdale
EL. 784
CAMAS SWALE GAME MANAGEMENT AREA
CAMAS SWALE
Camas
CRESWELL
Pop. 900
CRESWELL AIRPORT
SPRINGFIELD
Pop. 33,800
SPRINGFIELD AIRPORT
Kelly Butte
Judkins Point
Springfield Jct.
Day
Hendricks
Kizer
McKenzie
Glass Cr.
Camp Cr.
Gilkey Cr.
Johnson Cr.
Taylor Cr.
Holden Cr.
Quines Cr.
Starks Cr.
Wallace Cr.
Norton Cr.
Cedar Cr.
Hills Cr.
Shedd Cr.
Fall Cr.
Dexter Cr.
Barly St.
Lost Cr.
Rattlesnake Cr.
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Hills Creek
Wild Hog Cr.
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Wallace
Starks Cr.
Cedar Cr.
Norton Cr.
Fall Cr.
Shedd Cr.
Little Fall Creek
Pengra
Pengra Mtn.
Unity
Jacoby Mtn.
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Lost Cr.
Barly St.
Dexter Cr.
Williams Bu.
Rattlesnake Butte
El. 1,361
Sellers Butte
El. 1,048
Shory Mtn.
El. 1,106
Pisgah
El. 1,018
Cloverdale
EL. 784

lane county

January 30, 1976

Mr. Glen L. Clark
Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

We are submitting three applications for bridge replacement on the FAS-C system and are seeking FAS-C funds as per the agreement between OSHD and AOC.

The three bridges to be replaced are: Jasper Lowell Bridge, N. Struct. FAS No. 230, estimated cost: $250,000; Jasper Lowell Bridge, FAS No. S. Struct. 230, estimated cost: $400,000; Parsons Creek Bridge, FAS No. 228, estimated cost: $75,000.

The cost estimates include all the work necessary to complete the projects.

The environmental assessments for each project will be submitted separately and will follow approval by OSHD and FHWA.

Our intent is to seek an advance on our FAS-C funding for these projects.

If we have omitted any information, please contact this office.

Very truly yours,

Al Driver

Al Driver, Director
Department of Transportation

AD:cg

cc: Don Harwell, Oregon State Highway Div., Salem, Oregon
George Price, Principal Engineer, Lane County
John Goodson, Transportation Planning Engineer, Lane County

RECEIVED
COUNTY & CITY SECTION
FEB 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

$725,000 = Total Project.

8571

Rulien
PRO 6

FAS-C
Lane Co
FAS 228

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Department of Transportation
Lane County
135 Sixth Avenue East
Eugene, OR 97401

February 12, 1976

Dear Mr. Driver:

This will acknowledge your letter of January 30, 1976, transmitting three FAS-C bridge replacement project applications in compliance with the new AOC-State funds redistribution formula.

The three projects are as follows:

$ 75,000 1. Parsons Creek Bridge on Marcola Road. FAS 228

$ 400,000 2. Jasper-Lowell Bridge (South) on the Jasper-Lowell Road. FAS 230

$ 250,000 3. Jasper-Lowell Bridge (North) on the Jasper-Lowell Road. FAS 230

Total — $ 725,000

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
ENGR. COOR. LE
UPE CE

By a copy of this letter the applications are being forwarded to the Project Management Section for review and holding pending possible funding by the redistribution formula.

When positive information is available regarding funding, you will be asked to supply the necessary project assessments, consultant-county agreements, etc.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
FEB 17 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me
1

GLC/dt

cc: L. W. Rulien; William Anhorn
Ellis Jones; Eb Engelmann

8571

lane county

January 30, 1976

Mr. Glen L. Clark
Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

We are submitting three applications for bridge replacement on the FAS-C system and are seeking FAS-C funds as per the agreement between OSHD and AOC.

The three bridges to be replaced are: Jasper Lowell Bridge, N. Struct. FAS No. 230, estimated cost: $250,000; Jasper Lowell Bridge, FAS No. S. Struct. 230, estimated cost: $400,000; Parsons Creek Bridge, FAS No. 228, estimated cost: $75,000.

The cost estimates include all the work necessary to complete the projects.

The environmental assessments for each project will be submitted separately and will follow approval by OSHD and FHWA.

Our intent is to seek an advance on our FAS-C funding for these projects.

If we have omitted any information, please contact this office.

Very truly yours,

Al Driver

Al Driver, Director
Department of Transportation

AD:cg

RECEIVED
COUNTY & CITY SECTION
FEB 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

cc: Don Harwell, Oregon State Highway Div., Salem, Oregon
George Price, Principal Engineer, Lane County
John Goodson, Transportation Planning Engineer, Lane County

$ 725,000 is Total Request.

8571

FAS 228
Lane Co

LANE COUNTY
PUBLIC WORKS DEPARTMENT

AL DRIVER – DIRECTOR

~~1820 Roosevelt Blvd. · P.O. Box 2729~~ 135 E. 6 · Eugene, Oregon 97402 · Phone (503) ~~688-5234~~ 342-1311

County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE

SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431

February 21, 1973

RECEIVED
COUNTY & CITY SECTION
FEB 23 1973
CHRM. ENGR. OE AE DE
OPE. OE TE MPE.

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Si:

Thank you for your letter of February 13, 1973 regarding FAS 228 (Marcola Road).

I have instructed our personnel to relocate the fence on the right of way at their earliest opportunity. In addition, we have just awarded an overlay contract for a portion of that secondary route which we hope to have completed by July 1 of this year.

Thanks for the reminder.

Sincerely,

Al Driver

Al Driver, Director
Department of Public Works

blr

P.S. If the farmer shoots, I hope he is a bad shot.

8571 D

fas 228
Lane Co

February 13, 1973

Mr. Al Driver, Director
Department of Public Works
135 East 6th
Eugene, Oregon 97401

Dear Al;

I recently received a phone call from FHWA (Tom Lowe) informing me that encroachment on FAS 228 (Marcola Road) right-of-way had been observed. I therefore take this opportunity to inform you. The Feds do not, at this time, wish to make an issue of this encroachment (I think two different right-of-way fence lines are involved), but some time in the future, funds could possibly be withheld pending the cleaning up of this situation.

If the farmer starts shooting, please advise this office - we may be able to give you some valuable advice.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. B. Cox
County and City Engineer

HSC:mm

ENGR. COOR. OE AE ME
UPE CE RE RPE

8573 N.E. Glisan St.-S.E. Division 1977
St. (Sound barriers & bikeway) Sec
E. Ptld. Fwy. (Gr, pave, & walls)

CLA 5771 — 8-9-76

'85 T 2

OREGON STATE HIGHWAY DIVISION

FORM 01-736-1150

HIGHWAY DIVISION INVOICE

NO. 127992

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-19-79	CC 2018	

CREDIT DISTRIBUTION

520-1094-297	266,55
520-1996-297	253.17

LANECEN
Lane County Board of Commissioners
Courthouse
Eugene, OR 97401
Attn: George Price, Act. Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Long Tom River Br. High Pass Road, FAS A456			
County share of project costs $9,269.72 County Advance Deposet 8,750.00			
AMOUNT DUE STATE			$519.72
RS - 606 (1)			

8572

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11/27/79	CC 2018		520 - 1094 - 297

BILL TO: Code:

Lane County Board of Commissioners

Courthouse

Eugene, Oregon 97401

Attn: Mr. George Price, Act. Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Long Tom River Br. High Pass Road, FAS A456 County share of project costs $9,269.72 County Advance Deposit 8,750.00 AMOUNT DUE STATE $ 519.72 NOTE: Please send copy of itemized statement with billing.			

Advance Deposit Amount	$ 8,750.00
Advance Deposit Previously Transferred to Highway Fund	$ 6,750.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1767, AD 309

Amount Due STATE . . $ 519.72

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

for D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS • DATE: November 27, 1979

County Lane Contract No. 8572 Date Completed 1/31/78

FAS A456 Section Long Tom River Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.	(Federal Participation)	$ 3,565.76
Construction		
Payment to Contractor		$109,362.51
Engineering		14,087.99
	(Federal Participation)	$123,450.50
Payment to Contractor		$ 123.04
Engineering		128.52
		$ 251.56
Total Project Cost		$127,267.82
Federal Funds Collected		108,979.95
Total Federal Participation		127,016.26

County share of project cost is as follows:
1/2 ($127,016.26 - $108,979.95) + $251.56 =
$9,018.16 + $251.56 = $9,269.72

County share of project costs	$ 9,269,72
County advance deposit	8,750.00
AMOUNT DUE STATE	$ 519.72

Reference: Billing Form CC 2018

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	P	AMOUNT	NOTATIONS (Payee must not use this column)
	11-6-79					
	LONG TOM RIVER BRIDGE FASA456					
	Lane County					
	Preliminary Engineering					
	Type Code PE					
	State		All Required		3,565.76	
	Construction					
	Type Code 0260					
	Long Tom River Bridge Br.#13911 (Sta. 3+00 to Sta. 8+50)					
	Final Contract Payment Summary		Lump Sum		109,342.81	
	Construction Engineering					
	State		All Required		2,282.67	
	Consultant - OSEC				11,700.00	
	Total Participating				13,982.67	
	Misc. Project Costs					
	Audit Expense		All Required		105.32	
	Total Participating Costs				127,016.26	
	Non-Participating Items					
	Interest Paid to Contractor		All Required		123.04	
	Construction Engineering		All Required		128.58	
	Total Non-Participating Costs				251.58	
	TOTAL COSTS				127,267.84	
	Prepared based on costs shown on Federal Billing as of October 31, 1979.					
	cc 2018					

AMOUNT CARRIED FORWARD .....

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS Capitol Bldg. - Salem OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD FROM 7-15-78 TO 6-22-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-606(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
127,267.82	127,016.26	85.00%	108,979.95	108,979.95	-0-

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 11-6-79

PASSED FOR PAYMENT
V. E. Shoeg, Controller

REMARKS

-0-

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

8572

July 11, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8572 awarded to A. K. Lundmark & Son, Inc., for work on the Long Tom River Bridge Section of FAS A456 in Lane County was completed on January 31, 1978, and accepted by the State Highway Engineer on July 11, 1978.

Final payment in the amount of $1,000 will be released to the contractor after July 17, 1978. The total contract amount is $109,362.51 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc A. K. Lundmark & Son, Inc.
Wall Street
Colton, OR 97017

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8572

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. Wally Palmateer
General Manager
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield OR 97477

March 2, 1978

Dear Mr. Palmateer:

This will acknowledge your letter of February 23, 1978 concerning payment of the contractor on Lane County's Long Tom River Bridge FAS-C Project No. RS-606(1).

This situation has been researched here at the region office and we have found a flaw in our administrative procedures. A new employee was found to be placing the unpaid monthly estimates in the appropriate project file. We found unpaid estimates in the files for this as well as the Muddy Creek Bridge project.

A check should already be in the contractor's hand as well as a second mailed yesterday from our Salem office. We had caught this error prior to your letter but we do wish to thank you for advising us as it could have gone on undetected for a longer period of time.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Region Federal Aid Engineer

glc/cw

cc D. H. Moehring
V. E. Skoog
Bill Anhorn
Ellis Jones
George Price

cc Bryant Jackmond w/attach
Does Sundmark have a basis to claim interest for the delay? A Kimer
3/6

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 3 1978
Reynoldson
File: PM FA
TAA LG OP

OBEC **CONSULTING ENGINEERS**

February 23, 1978

Glen L. Clark
Region Federal Aid Engineer
Oregon State Department of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

Re: Long Tom River Bridge
Contract No. 8572
Lane County

Glen:

Tuesday night, February 21st, I received a call at home from Jerry Lundmark, the Contractor on the project.

Mr. Lundmark was understandably upset that he has not received payment for the work up to the shutdown period of December 30, 1977.

He has officially asked that he receive interest on the monies detained and also interest on monies held in retainage under ORS 279.420(4).

I have had no previous experience concerning this regulation, but have also received a similiar request on the Muddy Creek FAS job. I am enclosing copies of the Oregon Revised Statutes as sent to me by that Contractor.

Will you kindly look into this matter and advise me accordingly.

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb
enclosures

cc: George Price
A. K. Lundmark & Son

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

8572.

FORM 91-724-3091

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Long Tom River Bridge		WEEK ENDING: February 4, 1978
		SECTION PREFIX: 520-1094
HIGHWAY: High Pass Road FAS A456		COUNTY: Lane
NAME OF JOB: Long Tom River Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: A. K. Lundmark & Son, Inc.	CONTRACT NUMBER: 8572	FEDERAL AID PROJECT NUMBER: RS-606(1)
DATE OF CONTRACT: August 16, 1977	DATE WORK STARTED: October 25,1977	ESTIMATED COMPLETION DATE: February 3, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 137
PROJECT AUTHORIZATION: $	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97.9%
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: February 3, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.10
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.08	0.08			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	135CY	215ton			450
TOTAL QUANTITIES CORRECTED TO DATE	50CY	465ton			326T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50CY	465ton			326T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

FEB 28 1978

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13911A					
PERCENT	100%					

TAA ____ File: PM FA LG OP

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	Cloudy	132	0	
MONDAY	30	Mostly Fai.	137	0	
TUESDAY	31	Rain	134	0	
WEDNESDAY	1	Rain	135	0	
THURSDAY	2	Rain	136	0	
FRIDAY	3	Rain	137	0	
SATURDAY	4				

BEN GIFFORD

Routing: Kessey, Bond, Jackmon, Hopkins, Johnsen, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

RECEIVED
FEB 8 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 29	No Activity
MONDAY 30	No Activity
TUESDAY 31	Complete placing shoulder rock and dressing of shoulders. Project Completed.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project Completed January 31, 1978

SIGNED A.S.H. Jones LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form 81-734-1384 (9-77)

8572

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

2-3-78

Intermediate ☐
Final ☒

Project Name				Contract No.
Long Tom River Bridge				8572
Highway			County	Prefix No.
High Pass Road FAS A456			Lane	520-1094
Contract Time Elapsed 97.9 %	Contract Work Completed 100 %	Contract Work Quality Satisfactory	Contract Work Progress Satisfactory	F.A. Project No. RS-606(1)
Inspection date 2-3-78		By James Gix, E. Jones, OSHD		

In company with
Carl Kliever, Lane Co.; A. S. Jones, W.A. Palmateer, OBEC; Tom Lowe, Bob Pillsbury, FHWA

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

General appearance of project is average. Surface finish and alignment about average. Contractor had not completed "punch list" of cleanup items from OBEC. Final acceptance of project is contingent upon satisfactory completion to include removal of timber piling from river bed to a point below river bed. County had completed paving and guardrail installation and will restore fence as soon as weather and workload permits.

OBEC to notify Lane County and Ellis Jones on satisfactory completion of remaining cleanup items.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

12-30-77 Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
See Above Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed James J. Gix by JEC

Title Regional Construction Engineer

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: H. S. Coulter
State Hwy. Engineer

DATE: July 5, 1978

FROM: R. D. Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8572, Work Completed 1-31-78

Project Long Tom River Bridge

Highway FAS A 456

County Lane

Type of Work Grading, Paving & Structure

Contractor A. K. Lundmark & Son, Inc.

Recommended Acceptance Date 7-11-78

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC: ns

cc: Walter Hart
R. D. Church

letter to surdy
7-11-78 ddd

RECEIVED
STATE HWY ENGR
JUL 10 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 7-11-78

81-125-1387

8572

FORM 01-726-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Long Tom River Bridge		WEEK ENDING: January 28, 1978
		SECTION PREFIX: 520-1094
HIGHWAY: High Pass Road		COUNTY: Lane
NAME OF JOB: Long Tom River Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: A. K. Lundmark & Son, Inc.	CONTRACT NUMBER: 8572	FEDERAL AID PROJECT NUMBER: RS-606(1)
DATE OF CONTRACT: August 16, 1977	DATE WORK STARTED: October 25, 1977	ESTIMATED COMPLETION DATE: January 30, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 140	WORK DAYS USED / CALENDAR DAYS USED 131
PROJECT AUTHORIZATION: $125,038.88	SPECIFIED COMPLETION DATE: January 14, 1978	PERCENT OF TIME ELAPSED: 93.6
EXCLUSIVE OF ENGINEERING: $115,004.96	ENGINEERING AUTHORIZATION: $10,033.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $108,337.70	ENGINEERING COST TO DATE: $9,750.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.4%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.8 %	PERCENT OF AUTHORIZATION 97.2 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.10
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.08	0.08			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	135 C.Y.	215 T			450 T
TOTAL QUANTITIES CORRECTED TO DATE	50 C.Y.	350 T			325 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50 C.Y.	350 T			325 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Blow-Knot PF 500 Paving Machine, Dyna-Pack cc-21A Roller, 2 flatbed trucks, hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13911A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Cloudy, Showers	0	0	
MONDAY 23	Cloudy	0	0	
TUESDAY 24	Fair	127	8	Breakdown at Asphalt Plant
WEDNESDAY 25	Cloudy, Rain	128	0	
THURSDAY 26	Mostly Cloudy	129	0	
FRIDAY 27	Fair	130	0	
SATURDAY 28	Cloudy, Rain	131	0	

Routing: Kelsey, Bond, Jackmond, Hopkins, Johnsen, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

RECEIVED
FEB 1 1978
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
22 SUNDAY	No Activity
23 MONDAY	No Activity
24 TUESDAY	Ready to pave. Breakdown at Asphalt plant prevented paving.
25 WEDNESDAY	No Activity
26 THURSDAY	Paved project full length.
27 FRIDAY	No Activity
28 SATURDAY	No Activity

REMARKS

STATUS: Project paved full length and open to traffic.
Shutdown order dated 12/30/77 rescinded and calendar day count resumed 1/24/78

NEXT WEEK: Dressup shoulders and complete site cleanup.

SIGNED A. S. H. Jones LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

8572

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Lane County
Board of Commissioners
Courthouse
Eugene, OR 97401

Attention of AT Driver
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1767

Date December 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit - Construction $8,750.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	2,000.00	
		To be transferred to state highway funds for the construction of the Long Tom River Bridge Section, FAS A456.		
		Covered by agreement #5771.		$6,750.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
520-1094-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8572

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-72	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 9-6-77	State Oregon County Lane Project No. RS-606(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County road approximately 3 miles west of Junction City
"Long Tom River Bridge Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-15-76	0.104
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.104
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 130,125.00	$ 111,645.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By J. K. Armstrong for
Technical Services Engineer
(Title)

By J. S. Conte
State Highway Engineer
(Title)

By _____
_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator SEP 6 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, August 26, 1977

FEDERAL AID PROJECT
No. RS-606(1)

LONG TOM RIVER BRIDGE
FAS A456
LANE COUNTY

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 3,700.00
Type Code X080			
Long Tom River Bridge Br. #13911 (Sta. 3+00 to Sta. 8+50)			
Mobilization	All Required		$ 4,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Embankment in Place	135 cu. yd.	7.00	945.00
Trench Excavation	45 cu. yd.	13.00	585.00
1"-0 Aggregate Base	215 ton	9.00	1,935.00
Class "C" Asphalt Concrete	450 ton	19.00	8,550.00
18-inch Culvert Pipe	48 lin. ft.	23.00	1,104.00
Guardrail, Type 2A	100 lin. ft.	20.00	2,000.00
Raid End Pieces, Type A	4 each	250.00	1,000.00
Bridge Removal Work	All Required		3,500.00
Structure Excavation	60 cu. yd.	20.00	1,200.00
Special Backfill	20 cu. yd.	20.00	400.00
Furnish Pile Driving Equipment	All Required		6,000.00
Furnish 14-inch Prestressed Concrete Piling	250 lin. ft.	11.50	2,875.00
Furnish 16-inch Prestressed Concrete Piling	360 lin. ft.	20.00	7,200.00
Drive 14-inch Concrete Piles	250 lin. ft.	1.00	250.00
Drive 16-inch Concrete Piles	144 lin. ft.	1.00	144.00
Structural Concrete, Class 3300 (70 cy)	30 each	1,650.00	49,500.00
Reinforcement (10,000 lb)	All Required		3,000.00
Install Telephone Conduit	All Required		1,500.00
			$111,188.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 200.00
	Subtotal		$111,388.00
	Engineering		15.037.00
	TOTAL		$126,425.00

Length of Roadway . . . . . 0.076 mile
Length of Structure . . . . . 0.028 mile

TOTAL 0.104 mile

Summary of funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,700	$ 3,174	$ 526	$ --
Long Tom Bridge	126,425	108,471	8,977	8,977
TOTAL	$130,125	$111,645	$9,503	$8,977

Group 1 - 100%
Contract No. 8572
Prefix 520-1094
Prefix 520-1996

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 672-6541

CON 5

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth Ave.
Eugene, OR 97401

August 16, 1977

Dear Mr. Driver:

This will acknowledge receipt of Check No. 48191 dated August 5, 1977, in the amount of $13,450 representing an advance deposit on two FAS-C projects in Lane County.

The first is the Parsons Creek Bridge on Marcola Road, Project No. OS-A464(1), requiring an advance deposit of $4,700.

The second is the Long Tom River Bridge on High Pass Road, Project No. RS-606(1), requiring an advance deposit of $8,750.

By a copy of this letter, I am forwarding your check to Mr. Skoog, Controller, for routine handling.

This is to advise that both of the above contracts were awarded August 16, 1977, upon receipt of the advance despoit by this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
V.E. Skoog
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977
File: PM FA
TAA _____ LG OP

Awarded - 8-16-77

August 1, 1977

Lane County Board of Commissioners
Courthouse
Eugene, OR 97401

Attention Mr. Al Driver, Director
Department of Transportation

Gentlemen:

On July 28, 1977 a satisfactory bid was received from A. K. Lundmark & Son, Inc., for the Long Tom River Bridge Section, FAS-A456.

The anticipated construction cost based on their bid is as follows:

Bid Items	$111,168.00
Temporary Erosion Control	200.00
State Responsibility	100.00
4-1/2% Contingencies	5,016.96
9% Engineering	10,033.92
Credit for Maintenance Rock	- 1,500.00
ESTIMATED TOTAL COST	$125,038.88

County's Advance Deposit:

7% of $125,038.88 = $8,752.72, or say $8,750.00.

Please make your check in the amount of $8,750.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, 1523 S.E. Cobb St., P. O. Box 1128, Roseburg, Oregon 97470, prior to August 19, 1977.

Very truly yours,

for Robert H. Prange
Local Programs Manager

HR:ljt

bc w/att: Glen Clark, Region 3: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-309 and submit to Finance Branch.

8572

8

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-606(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-112

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
Mochring
FOR

Loc.	Lives	Eng.	Dr.	Spec.	Act.	Liq.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Secondary 227	County Road

GENERAL LOCATION:

"Long Tom River Bridge"

GENERAL DESCRIPTION OF WORK:

Structure Code X080 Miles 0.028

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. R. J. Henry dated 6-28-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77	G. K. Hoosner	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—631-895

8572

FAS 456

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/29/77
Donald L. Bentz

~~2-24-77~~ 7-28-77 Bid Letting _____ All Clear Deadline

SECTION Long Tom River Bridge
Highway FAS-456 High Pass Road
County Lane Region 3
Type of Work G, P, Str. Funds FAS-C
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No significant problems
Write-off Letter	X					
PERMITS:						
Division of State Lands					X	
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

June 28, 1977

NOTED
D. H. MOEHRING

Dear Mr. Driver:

This is to advise that the current total estimated cost of your FAS-C Long Tom River Bridge project number RS-606(1) on High Pass Road is $133,552.52. Details of the estimate are attached.

As you know, this project is on the current schedule of contract lettings for July 28, 1977.

If you have any questions regarding this estimate, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
JUN 29 '77
REFER TO: wimer
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

Encl.

cc D.H. Moehring
Bill Anhorn
Ellis Jones

Don H.

Section LONG TOM RIVER BRIDGE — Programming Estimate $ ____

Highway FAS A 456 — Project Length ____

County LANE — Completion Time 120 Cd days

Kind of Work GRADING, PAVING & STRUCTURE

Prefix 520-1996 — FA Project No. RS-606(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 118,689 —
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	200	
State Furnished ____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages	100	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities ____		
____		
____		
____		
Misc. Permit Fees ____		
____		
		$ 300
		$ 118989 —
Contingencies (4-1/2%)		5 35451
Engineering (9 %)		10 709 01
	SUBTOTAL	$ 135, 052 52
Credit for Telephone Conduit		1500
Estimated Net Authorization, Construction		$ 133,552 52

APPROVED

____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Long Tom River Bridge

County

Kind Of Work Length Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	5%	All	All		6000
	Temporary Protection and Direction of Traffic		All	All		1000
	Roadwork Embankment in Place		Cu Yd	135	11-	1485
	Trench Excavation		cu yd	45	8-	360
	1"-0 Aggregate Base		Ton	215	9.60	2064
	Class "C" Asphalt Concrete		Ton	450	19-	8550
	18-inch Culvert Pipe		Lin Ft	48	10-	480
	Guard Rail Type 2A		Lin Ft	100	15-	1500
	Rail End Pieces, Type A		Each	4	10-	40
	STRUCTURE					
	Bridge Removal Work		All	All		4000
	Structure Excavation		Cu Yd	60	10-	600
	Special Backfill		Cu Yd	20	12.50	250
	Furnish Pile Driving Equipment		All	All		4500
	Furnish 14-inch Prestressed Concrete Piling		Lin Ft	250	10-	2500
	Furnish 16-inch Prestressed Concrete Piling		Lin Ft	360	17-	6120
	Drive 14-inch Concrete Piles		Lin Ft	250	3-	750
	Drive 16-inch Concrete Piles		Lin Ft	144	10-	1440
	Structural Concrete, Class 3300 (.70 cy @ $215)		All	All		15,050
	4'x 45'/50' Prestressed Slabs		Each	30	1900	57,000
	Reinforcement (10,000 lb @ 0.35)		All	All		3500
	Install Telephone Conduit		Ea	All		1500
						118,689

8572

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE
2	SUMMARY & TYPICAL SECTION
3	PLAN AND PROFILE

6-8-77

ST

STATE

PLAN

GRADI

DRAWING NUMBERS

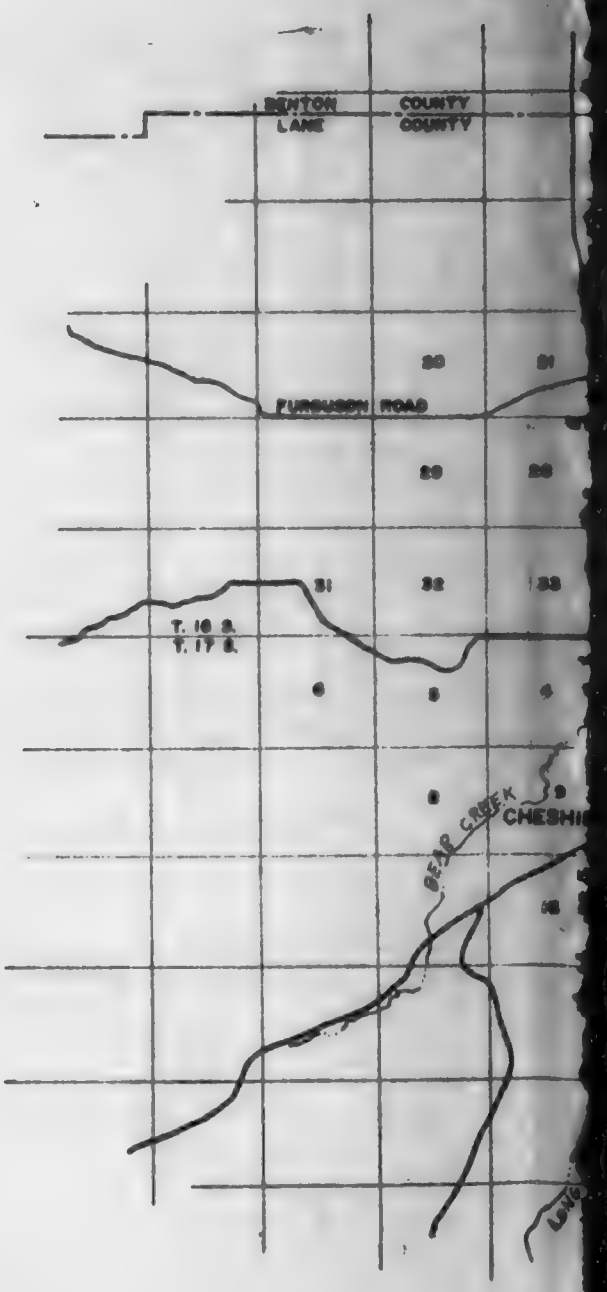
2126, 2126 A, 2126 B - GUARDRAIL DETAILS
32 - 32 INCL. - STRUCTURE

52776-52790

LONG TOM R

FAS. A

6/8/77
APPROVED
LINE COUNTY
Al Druin
Public Works Director



8-77

STATE OF OREGON

STATE HIGHWAY DIVISION

PRELIMINARY COPY
JUN 03 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PLANS FOR PROPOSED PROJECT

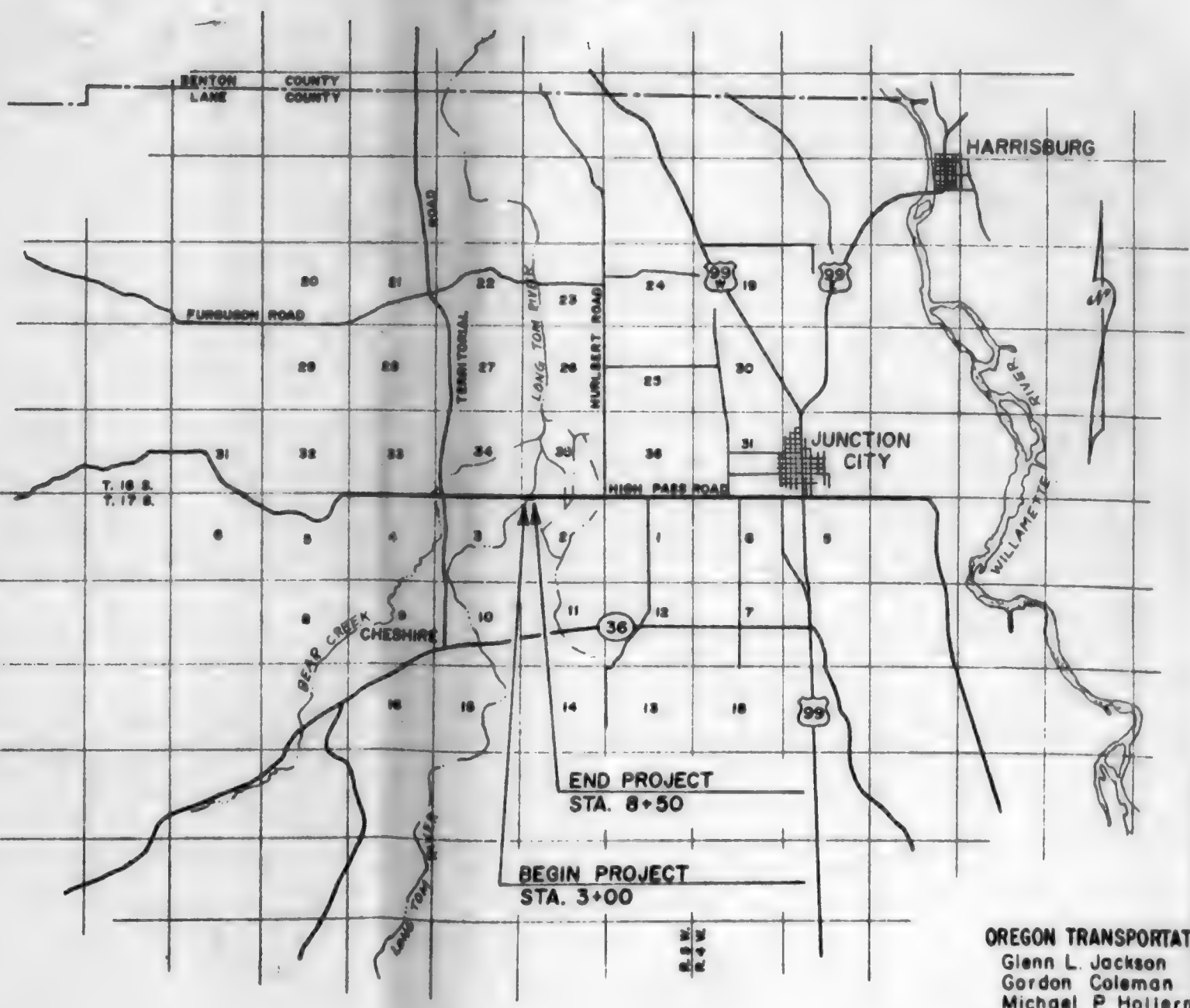
GRADING, PAVING AND STRUCTURE

LONG TOM RIVER BRIDGE SECTION

FAS. A 456 - HIGH PASS ROAD

LANE COUNTY

JULY, 1977



OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTAT
Fred B. Kiaboe	ASSISTANT DIRECTOR FOR

LONG TOM RIVER BRIDGE SECTION FAS A 456 - HIGH PASS ROAD LANE COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE Index

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

ING AND STRUCTURE

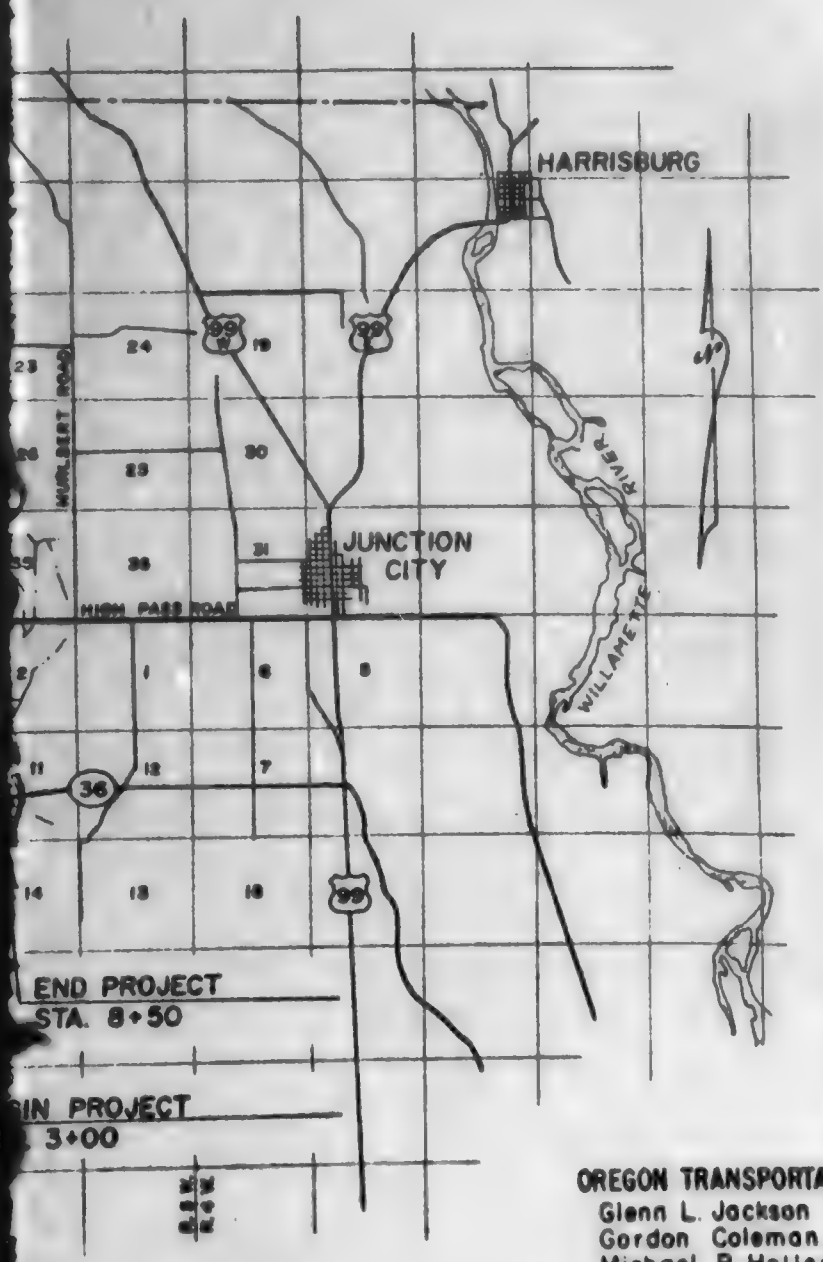
R BRIDGE SECTION

HIGH PASS ROAD

E COUNTY

ULY, 1977

PRELIMINARY COPY
JUN 03 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT



PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT. 20, 1950 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 18, 1950 — EDGAR E. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

8572

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Long Tom River Bridge

Highway: F.A.S. A456

County: Lane

Prefix:

Res. Engr:

Date March 30, 1977

Ten Year
Traffic Coefficient 6.5

18 kip s.a. per day 16.5

R value 9

Frost Penetration - - - -

CBE Total Requirement 21.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
2.0"	A.L.	2.0
8.0"	A.B.	8.0
14.0"	Immediate	18.0"
15.5"	Final	21.0"

PROJECT MANAGEMENT
MAR 31 '77
REFER TO: Hal
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Long Tom River Bridge
Highway: F.A.S. A456
County: Lane
Prefix:
Res. Engr:

Date March 30, 1977
Ten Year
Traffic Coefficient 6.5
18 kip s.a. per day 16.5
R value 9
Frost Penetration - - - -
CBE Total Requirement

STRUCTURAL SECTION
EXISTING ROADWAY
(22' Width)

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	
4.0"	A.C.O.L., with an extra allowance (2.0") for leveling.	
1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

PROJECT MANAGEMENT
MAR 31 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

F.H.W.A.
~~State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

Rec'd field Data
in Bridge Section
3/28/77

8572

FAS-C Lane

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 73, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

March 15, 1977

Mr. George N. Hopkins
Local Government Programs Unit
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Long Tom River Bridge
FAS-C RS606(1)

Dear George:

As you requested in your letter of March 4, 1977, I am enclosing a copy of the Corps of Engineers letter advising a permit is not necessary for construction of this project.

Since there is no excavation or fill in the stream with this design, a State Land Board permit is not required, nor do we believe it a prior requirement to advertising or awarding of the contract.

We anticipate final drawings and specifications will be in Salem in adequate time for the June 23rd, letting.

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb
enclosure

cc: Glen Clark, Region Federal Aid Engineer
George Price, Lane County Engineer

Copy To: Don Keyes
Don Trout

HAL-FILED

PROJECT MANAGEMENT
MAR 16 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
MAINOR C. HOLMES

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:
NPPND-RF

24 June 1976

Mr. W. A. Palmateer, General Manager
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, OR 97477

file 3-107

RE: Proposed Replacement of the
Existing Long Tom River Bridge

Dear Sir:

I am in receipt of your application for Lane County to construct a new bridge in replacement of the existing Long Tom River Bridge dated 2 June 1976.

Please be informed a permit is not necessary for the above referenced project at this time. The Portland District, Corps of Engineers, will not have jurisdiction over the Long Tom River until 1 July 1976. Since your proposed work does not include a fill of any kind you will be exempt from having to acquire a Department of the Army permit even after the 1 July 1976 date. Our authority pertains only to those fills which are not considered to be maintenance work. Therefore, I am returning your drawing and application form.

If we can be of any further assistance do not hesitate to call our Portland office collect at 777-1602 and a member of my staff will return your call.

Sincerely yours,

John K Payne
for F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

Incl
as stated

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

8572

Bulletin
Jan 27
Lane Co

PRO 6

672-6658
xxxxxxx

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

October 27, 1976

Dear Mr. Driver:

This will acknowledge your letter of October 19, 1976, concerning the Consultant Agreement for your FAS-C Long Tom River Bridge Replacement Project FS-606(1) on High Pass Road.

The current schedule of contract lettings has your project set up for February 24, 1977. We have traced the agreement of concern to the FHWA and determined that it will be approved very soon or may already be approved.

As there was no programming of federal funds due to the county's election to perform the preliminary engineering without participation, there seemed no rush concerning the agreement.

If the plans have been prepared and ready for review, send them in and a new schedule can be set up for this project. The construction phase will be programmed with FHWA including construction engineering you intend to have Oregon Bridge Engineering perform.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
Bill Anhorn
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
OCT 29 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE

PROJECT MANAGEMENT
OCT 29 '76

lane county

October 19, 1976

Mr. Glen L. Clark
Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

We would like for OSHD to schedule the bid letting for the High Pass bridge project over the Long Tom River. We had planned to include the construction engineering as a part of the project so federal funds would participate in those costs. Apparently we have run into a stumbling block in obtaining approval of our consultant agreement. In order to clear that block we will pay all preliminary and construction engineering costs with 100% County funds.

If our agreement needs modification would you please make such modification for our signature.

Glen, I'm really at a loss to understand why simple agreements should take so long. Our concern is with the safety of the traveling public as well as protecting the environment.

Thanks for your help.

Very truly yours,

Al Driver, Director
Department of Transportation

AD:nlj

cc: George Price
Wally Palmateer
John Goodson

George Hopkins checking on the status of this agreement. 10/22/76

8572 10-18-76

RS-606 (1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: Long Tom River Bridge

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Lane

ITEM NO.: RS-112

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 5 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-18-76	10-18-76	Secondary 227	County road.

GENERAL LOCATION:

County road approximately 3 miles west of Junction City.

GENERAL DESCRIPTION OF WORK:

Construction of one (1) Bridge, Code X080, Miles 0.028.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum of 7-19-76 approved this project for inclusion in the Federal-aid program. I approve the agreement with Oregon Bridge Engineering Company for construction engineering as requested in Mr. Rulien's 10-11-76 memorandum and you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000 - Federal funds $128,600 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-76	D K. Hanson	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-451-995

8572

~~PRO 6-2~~

October 11, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM for L. W. Rullen
Program Management Engineer

SUBJECT Consultant Engineering Agreement
Project No. RS-606(1)
Long Tom River Bridge Section
Lane County

Enclosed for your approval is two copies of a revised Consultant Engineering Agreement with Oregon Bridge Engineering Company for the subject project.

We trust the agreement will now meet with your approval and permit authorization to be given to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $150,000 with an obligation of $128,600 in federal funds.

We request that one copy of the approved Consultant Agreement be returned approved for our files.

CL:re

cc: H. R. Reynoldson
D. E. Swan

8572

9-14-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-606(1)

STATE PROJECT NO.
Long Tom River Bridge

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Lane

ITEM NO.
RS-112

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 17 '76

REFER TO
Rullen

FOR

Info	Instr	R/D	Dir	Sign	Ret	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-8-76

FEDERAL ROUTE NUMBER
Secondary 227

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County Road approximately 3 Miles west of Junction City.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC 4,500 - FF 3,850
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7-19-76 approved this project for inclusion in the Federal-aid Program.

As requested in Mr. Rullen's 8-26-76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-14-76	G. K. Green	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-651-005

8572

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

September 9, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
P.O. Box 1128
Roseburg, Oregon 97470

In accordance with your letter of September 2, 1976, to Al Driver, Lane County, we are resubmitting the Statement of Direct Costs and Overhead Costs for the year ending May 31, 1975.

Changes are as follows:

1) The item for interest expense has been deleted.

2) The item for miscellaneous has been deleted and a portion of these expenses have been reassigned to the following items:

   a) Leased parking, leased garage for storage, and leased temporary office space has been assigned to "office rent" - a total of $671.00 making this item total $6971.

   b) Charges for plans and specifications have been assigned to "office supplies and expense" - a total of $39.00, making this item total $8464.

   c) Charges for temporary help were misassigned to this item and should come under "professional services" increasing this item $139, making the item total $1544.

   d) And finally charges for artistic drafting for a slide presentation could have been charged to "professional services" or "travel, educational, promotional" expenses and the latter has been selected which increases the charges by $258 to $4688.

Other charges under "miscellaneous expenses" that have been deleted are company organizational and board meetings (which should be ok) and charitable contributions.

RECEIVED
COUNTY & CITY SECTION
SEP 15 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

The new total for overhead costs is thereby decreased $1370 to a new total of $196,74C and the percentage changed to 87.30%.

W. A. Palmateer
General Manager

WAP:seb
enclosure

8572

FAS 227
Lane Co
Rulien
FAS-C- A45C

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

September 2, 1976

Dear Mr. Driver:

Attached is the Consultant Agreement for the FAS-C Long Tom River Bridge Section Project RS-606(1).

This office overlooked the "interest" item in Exhibit A. This is not an allowable item according to federal procurement regulations (Subsection 1-15.713-7).

Also, the Federal Highway Administration would like an explanation of the content of "miscellaneous expense" on the same Exhibit A.

If you will ask your Consultant to make the deletion and provide a brief explanation, we will again submit the agreement for approval.

Sorry we overlooked these items in the prior review. We feel confident this should provide a suitable product.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible] SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT

SEP - 7 '76

REFER TO

FOR

Info | Investigate | R/D | Action | File | Letter | Return

8572

August 26, 1976

TO: Mr. Glen L. Green
Oregon Division Administrator
Federal Highway Administration

FROM: L. W. Rullen
Program Management Engineer

RE: Preliminary Engineering Authorization
Long Tom River Bridge Section
Project No. RS-606(1)

We hereby request your authorization to proceed with all phases of preliminary engineering by State forces as programed on the subject project. The program was approved by your letter of July 9, 1976; however, the consultant engineering agreement was not acceptable as submitted. Therefore, authorization was withheld pending revisions of the agreement. The agreement with the consultant is being revised; however, since the county is paying for 100 percent of the preliminary engineering by the consultant the amounts programed for this item included only work by State forces necessary to perform foundation exploration, review consultant's work and advertise for the contract. Copies of the revised agreement with the consultant engineer will be forwarded for your approval when received since the construction engineering is to be performed by them.

Authorization to proceed as requested at a total estimated cost of $4,500 will result in an obligation of $3,850 in federal funds.

LWR/CL:sch

cc: H. Reynoldson

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8572

August 9, 1976

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: Donald M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5771

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Long Tom River Bridge Section of the High Pass Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Marwell (agree. att.)

8572

FAS 227
Rulien Lane C

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

K. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

July 29, 1976

Dear Mr. Driver:

Attached is a copy of the Consultant-County Agreement concerning the Long Tom River Bridge Replacement on High Pass Road Project RS-606(1).

The Federal Highway Administration has disapproved the agreement, due to the inclusion "Entertainment" in the statement of direct and overhead cost.

Attached are portions of Federal Procurement Regulations applicable to this situation. Please note: Section 1 - 15.713 unallowable costs and in particular, Section 1 - 15.713-4 Entertainment.

Please advise your consultant that this portion of the agreement must be revised deleting this reference and the accompanying cost factor. When this is accomplished the agreement will be re-submitted to FHWA for approval so that the project can move forward.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ DE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
AUG - 2 76
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

Encl.

cc: L.W. Rulien
Bill Anhorn
Ellis Jones

FAS 227 - Lane Co

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8572 7-19-76

FROM: G. L. Green, Division Administrator	PROGRAM NO.	FEDERAL AID PROJECT NO. RS-606(1)
	ITEM NO. RS-112	STATE PROJECT NO. Long Tom River Bridge Sec.
		COUNTY NAME Lane
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	7-15-76	Secondary Route 227
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County road approximately 3 miles west of Junction City.

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and one structure (Code X080 Miles 0.028)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify)
Program Approval
(TEC 154,500/FF 132,450)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-7-76 letter, I approve the subject project for inclusion in the Federal-aid program.

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-19-76	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—531-888

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 8, 1976

CARD 2

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	Co Rd., approx. 3 mi. W. of Junction City	ADT	650 DHV 80	1200	96	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
P.E. & One Bridge								RS-	606

CARD 4

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Lane

NAME OF URBAN AREA: ------

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	227	Co. Rd.	--

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5				PE			0.028	4,500	3,850	650	--
5				ROW							
5				CONST (CODE) X080		"Long Tom River Bridge Section"	0.028	150,000	128,600	10,700	10,700 (Co.)
						PROJECT TOTALS	0.028	154,500	132,450	11,350	10,700 (Co.)

CARD 1 | CODE 1 | PREPARED BY: JLG

CARD 1 | CODE 14 | PROGRAM APPROVAL DATES

JUL 15 1976

FHWA OREGON DIVISION

REMARKS

REC
COUNT

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 8, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1., approx. 3 mi. W. of Junction City	ADT	650 DHV 80	1200	96	10	Oregon	41	075	112

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUFX ABCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								RS-	606	(1)		

Rural Secondary

COUNTY NAME: Lane — CODE: 039

ROUTE NO. S — FEDERAL-AID: 227 — STATE: Co. Rd. — U.S.: —

PROGRAM STAGE: [ ] 1 OR [XX] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.028	4,500	3,850	650	--	
W								
NST (DE)		"Long Tom River Bridge Section"	0.028	150,000	128,600	10,700	10,700 (Co.)	ROW-60' max.; Access Control-none, Parking restriction-none.
		PROJECT TOTALS	0.028	154,500	132,450	11,350	10,700 (Co.)	

ESTIMATED PROJECT COST BY PHASES

JLG

VAL DATES

76

VISION

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
ENGR. ☑ CONR. ☐ UE ☐ AE ☐ UE ☐
OPE. ☐ DE ☐ RE ☐ OPE ☐

-OVER-

LONG TOM RIVER BRIDGE SECTION
PROJECT NO. RS-606(1)

Existing Facility:
Roadway - - Two 11-foot lanes of bituminous surface with 5-foot shoulders.
Structure - Long Tom River Bridge - #13911, Timber Trestle, 150 ft. long, H.C.-23.5 ft.

Adjacent Sections: Two 11-foot lanes of bituminous surface with 5-foot shoulders.

Project Data: The work consistsof the following:

(1) Preliminary engineering all phases.
(2) Remove existing structure and construct, on existing alignment, a reinforced concrete bridge approximately 150 feet in length with horizontal clearance of 32-foot, grade and pave roadway approaches and other incidental work common to this type of project.

Note: Preliminary and construction engineering to be accomplished by the consultant engineering firm of "Oregon Bridge Engineering Co." with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: None

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA November 24, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3 project).
(b) Location/Design - - Not a factor in the development of this project.

Route Data: This is a farm-to-market road, truck route, school bus route and a mail truck route.

Control of Utilities: The State does not have legal authority to control the use of utilitie of this project. A State-County agreement is comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional Distri

IDGE SECTION
6(1)

:
l-foot lanes of bituminous surface with 5-foot
ders.
Tom River Bridge - #13911, Timber Trestle, 150 ft.
H.C.-23.5 ft.

: Two 11-foot lanes of bituminous surface with
5-foot shoulders.

e work consistsof the following:

engineering all phases.
ing structure and construct, on existing alignment,
concrete bridge approximately 150 feet in length
tal clearance of 32-foot, grade and pave roadway
nd other incidental work common to this type of

and construction engineering to be accomplished
engineering firm of "Oregon Bridge Engineering Co."
ontracting by State forces.

rports, Railroads, Water Developments, Historical
Areas: None involved.

imum Design Standards: None

of-Way: None

ements: Non-major action project concurred in by
1975.

ements: Exempt from State Clearinghouse and District 5
review under working agreements.

ements:
ngs - - None required under Oregon Action Plan (Category
3 project).
ign - - Not a factor in the development of this project.

is a farm-to-market road, truck route, school bus route
route.

Control of Utilities: The State does not have at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 4.

8572

OREGON STATE HIGHWAY DI ON
State Highway Building, Room 203
Salem, Oregon 97310

7-14-76

Attention: County-City Unit

Subject: Federal Aid Project No. RS-606(1)
Project Name Long Tom River Section
High Pass Road, FAS 227

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 14th day of July, 19 76

County of Lane

LANE COUNTY, by and through its Board of Commissioners

By Robert E Eckert
Chief Administrator

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8572

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Consultant Engineering Agreements - Projects: OS-0601(1), Collier St. Improvement, Coquille Section RS-606(1), Long Tom River Bridge Sec.

DATE: July 13, 1976

In reply refer to: 1041AD

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File
| | | | | X |

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer

The attached Consultant Engineering Agreements for the subject projects are returned without our approval. The agreements contain overhead cost items which are unallowable under Federal Procurement Regulations.

Subpart 1-15.7, "Grants and Contracts with State and Local Governments," of the Federal Procurement Regulations dated March 1975, sets forth allowable and unallowable costs of programs administered by State or local governments under grants from and contracts with the Federal Government. Subpart 1-15.713 details the following unallowable costs:

Bad Debts
Contingencies
Contributions and Donations
Entertainment
Fines and Penalties
Governor's Expenses
Interest and Other Financial Costs
Legislative Expenses
Underrecovery of Costs under Grant Agreements

RECEIVED
JUL 14 1976
Office of
Assistant State Highway Engineer

The subject consultant engineering agreements contain overhead cost items for entertainment and promotion and for interest expense. The Statement of Direct Costs and Overhead Costs for Oregon Bridge Engineering Co., Project RS-606(1), also lists as a direct cost the entertainment and promotion.

The above cost items are unallowable under Federal Procurement Regulations and must be deleted from the subject agreements - and future agreements as well - prior to approval by this office.

7-27-76
Original w/agree
to Collier - TAA

NOTED
R. L. SCHROEDER

The two Agreement Proposals also list as overhead costs the Miscellaneous Expense. We would appreciate a brief explanation of the expenses that make up this cost item.

A copy of the referred-to Federal Procurement Regulations is attached for your use in reviewing Consultant Agreements.

For G. L. Green

Attachments
Agreements:
  Project OS-0601(1)
  Project RS-606(1)
Excerpts from FPR

Subpart 1–15.7—Grants and Contracts with State and Local Governments

§ 1–15.701 Purpose and scope.

§ 1–15.701–1 Objectives.

This subpart sets forth principles for determining the allowable costs of programs administered by State or local governments under grants from and contracts with the Federal Government. The principles are for the purpose of cost determination and are not intended to identify the circumstances or dictate the extent of Federal and State or local participation in the financing of a particular grant. They are designed to provide that federally assisted programs bear their fair share of costs recognized under these principles, except where restricted or prohibited by law. No provision for profit or other increment above cost is intended.

§ 1–15.701–2 Policy guides.

The application of these principles is based on the fundamental premise that:

(a) State and local governments are responsible for the efficient and effective administration of grant and contract programs through the application of sound management practices.

(b) The grantee or contractor assumes the responsibility for seeing that federally assisted program funds have been expended and accounted for consistent with underlying agreements and program objectives.

(c) Each grantee or contractor organization, in recognition of its own unique combination of staff facilities and experience, will have the primary responsibility for employing whatever form of organization and management techniques may be necessary to assure proper and efficient administration.

§ 1–15.701–3 Application.

These principles will be applied as provided in § 1–15.108.

§ 1–15.702 Definitions.

As used in this subpart, words and phrases shall have the meanings set forth in the subsections of this section; provided however with respect to contracts subject to the regulations and standards of the Cost Accounting Standards Board (CASB) (see Subpart 1–3.12), definitions established by the CASB apply (see § 1–15.109).

§ 1–15.702–1 Approval or authorization of the grantor Federal agency.

"Approval or authorization of the grantor Federal agency" means documentation evidencing consent prior to incurring specific cost.

§ 1–15.702–2 Cost allocation plan.

"Cost allocation plan" means the documentation identifying, accumulating, and distributing allowable costs under grants and contracts together with the allocation methods used.

§ 1–15.702–3 Cost.

"Cost," as used herein, means cost as determined on a cash, accrual, or other basis acceptable to the Federal grantor agency as a discharge of the grantee's accountability for Federal funds.

§ 1–15.702–4 Cost objective.

"Cost objective" means a pool, center, or area established for the accumulation of cost. Such areas include organizational units, functions, objects or items of expense, as well as ultimate cost objectives including specific grants, projects, contracts, and other activities.

§ 1–15.702–5 Federal agency.

"Federal agency" means any department, agency, commission, or instrumentality in the executive branch of the Federal Government which makes grants to or contracts with State or local governments.

§ 1–15.702–6 Grant.

"Grant" means an agreement between the Federal Government and a State or local government whereby the Federal Government provides funds or aid in kind to carry out specified programs, services, or activities. The principles and policies stated in this Subpart 1–15.7 as applicable to grants in general also apply to federally sponsored cost reimbursement type of agreements performed by States or local governments, including contracts, subcontracts, and subgrants.

§ 1–15.702–7 Grant program.

"Grant program" means those activities and operations of the grantee which are necessary to carry out the purpose of the grant, including any portion of the program financed by the grantee.

§ 1–15.702–8 Grantee.

"Grantee" means the department or agency of State or local government which is responsible for administration of the grant.

§ 1–15.702–9 Local unit.

"Local unit" means any political subdivision of government below the State level.

§ 1–15.702–10 Other State or local agencies.

"Other State or local agencies" means departments or agencies of the State or local unit which provide goods, facilities, and services to a grantee.

§ 1–15.702–11 Services.

"Services," as used herein, means goods and facilities, as well as services.

§ 1–15.702–12 Supporting services.

"Supporting services" means auxiliary functions necessary to sustain the direct effort involved in administering a grant program or an activity providing services to the grant program. These services may be centralized in the grantee department or in some other agency, and include procurement, payroll, personnel functions, maintenance and operation of space, data processing, accounting, budgeting, auditing, mail and messenger service, and the like.

§ 1–15.703 Basic guidelines.

§ 1–15.703–1 Factors affecting allowability of costs.

To be allowable under a grant program, costs must meet the following general criteria:

(a) Be necessary and reasonable for proper and efficient administration of the grant program, be allocable thereto under these principles, and, except as specifically provided herein, not be a general expense required to carry out overall responsibilities of State or local governments;

(b) Be authorized or not prohibited under State or local laws or regulations;

(c) Conform to any limitations or exclusions set forth in these principles, Federal laws, or other governing limitations as to types or amounts of cost items;

(d) Be consistent with policies, regulations, and procedures that apply uniformly to both federally assisted and other activities of the unit of government of which the grantee is a part;

(e) Be accorded consistent treatment through application of generally accepted accounting principles appropriate to the circumstances;

(f) Not be allocable to or included as a cost of any other federally financed program in either the current or a prior period; and

(g) Be net of all applicable credits.

§ 1–15.703–2 Allocable costs.

(a) A cost is allocable to a particular cost objective to the extent of benefits received by such objective.

(b) Any cost allocable to a particular grant or cost objective under the principles provided for in this subpart may not be shifted to other Federal grant programs to overcome fund deficiencies, avoid restrictions imposed by law or grant agreements, or for other reasons.

(c) Where an allocation of joint cost will ultimately result in charges to a grant program, an allocation plan will be required as prescribed in § 1–15.709.

§ 1–15.703–3 Applicable credits.

(a) Applicable credits refer to those receipts or reduction of expenditure-type transactions which offset or reduce expense items allocable to grants as direct or indirect costs. Examples of such transactions are: Purchase discounts; rebates or allowances; recoveries or indemnities on losses; sale of publications, equipment, and scrap; income from personal or incidental services; and adjustments of overpayments or erroneous charges.

(b) Applicable credits may also arise when Federal funds are received or are available from sources other than the grant program involved to finance operations or capital items of the grantee. This includes costs arising from the use or depreciation of items donated or financed by the Federal Government to fulfill matching requirements under another grant program. These types of credits should likewise be used to reduce related expenditures in determining the rates or amounts applicable to a given grant.

§ 1–15.704 Composition of cost.

§ 1–15.704–1 Total cost.

The total cost of a grant program is comprised of the allowable direct cost incident to its performance plus its allocable portion of allowable indirect costs, less applicable credits.

§ 1–15.704–2 Classification of costs.

There is no universal rule for classifying certain costs as either direct or indirect under every accounting system. A cost may be direct with respect to some specific service or function, but indirect with respect to the grant or other ultimate cost objective. It is essential, therefore, that each item of cost be treated consistently either as a direct or an indirect cost. Specific guides for determining direct and indirect costs allocable under grant programs are provided in §§ 1–15.705 through 1–15.709.

§ 1–15.705 Direct costs.

§ 1–15.705–1 General.

Direct costs are those that can be identified specifically with a particular cost objective. These costs may be charged directly to grants, contracts, or to other programs against which costs are finally lodged. Direct costs may also be charged to cost objectives used for the accumulation of costs pending distribution in due course to grants and other ultimate cost objectives.

§ 1–15.705–2 Application.

Typical direct costs chargeable to grant programs are:

(a) Compensation of employees for the time and effort devoted specifically to the execution of grant programs;

(b) Cost of materials acquired, consumed, or expended specifically for the purpose of the grant;

(c) Equipment and other approved capital expenditures;

(d) Other items of expense incurred specifically to carry out the grant agreement; and

(e) Services furnished specifically for the grant program by other agencies, provided that such charges are consistent with criteria outlined in § 1–15.707 of these principles.

§ 1–15.706 Indirect costs.

§ 1–15.706–1 General.

Indirect costs are those (a) incurred for a common or joint purpose benefiting more than one cost objective, and (b) not readily assignable to the cost objectives specifically benefited, without effort disproportionate to the results achieved. The term "indirect costs," as used herein, applies to costs of this type originating in the grantee department, as well as those incurred by other departments in supplying goods, services, and facilities, to the grantee department. To facilitate equitable distribution of indirect expenses to the cost objectives served, it may be necessary to establish a number of pools of indirect cost within a grantee department or in other agencies providing services to a grantee department. Indirect cost pools should be distributed to benefiting cost objectives on bases which will produce an equitable result in consideration of relative benefits derived.

§ 1–15.706–2 Grantee departmental indirect costs.

All grantee departmental indirect costs, including the various levels of supervision, are eligible for allocation to grant programs provided they meet the conditions set forth in this Subpart 1–15.7. In lieu of determining the actual amount of grantee departmental indirect costs allocable to a grant program, the following methods may be used:

(a) *Predetermined fixed rates for indirect costs.* A predetermined fixed rate for computing indirect costs applicable to a grant may be negotiated annually in situations where the cost experience and other pertinent facts available are deemed sufficient to enable the contracting parties to reach an informed judgment (1) as to the probable level of indirect costs in the grantee department during the period to be covered by the negotiated rate, and (2) that the amount allowable under the predetermined rate would not exceed actual indirect cost.

(b) *Negotiated lump sum for overhead.* A negotiated fixed amount in lieu of indirect costs may be appropriate under circumstances where the benefits derived from a grantee department's indirect services cannot be readily determined as in the case of a small self-contained or isolated activity. When this method is used, a determination should be made that the amount negotiated will be approximately the same as the actual indirect cost that may be incurred. Such amounts negotiated in lieu of indirect costs will be treated as an offset to total indirect expenses of the grantee department before allocation to remaining activities. The base on which such remaining expenses are allocated should be appropriately adjusted.

§ 1–15.706–3 Limitation on indirect costs.

(a) Federal grants may be subject to laws that limit the amount of indirect costs that may be allowed. Agencies that sponsor grants of this type will establish procedures which will assure that the amount actually allowed for indirect costs under each such grant does not exceed the maximum allowable under the statutory limitation or the amount otherwise allowable under this Subpart 1–15.7, whichever is the smaller.

(b) [illegible] the amount allowable under a statutory limitation is less than the amount otherwise allocable as indirect costs under this Subpart 1-15.7, the amount not recoverable as indirect costs under a grant may not be shifted to another federally sponsored grant program or contract.

§ 1-15.707 Cost incurred by agencies other than the grantee.

§ 1-15.707-1 General.

The cost of service provided by other agencies may only include allowable direct costs of the service plus a pro rata share of allowable supporting costs (§ 1-15.702-12) and supervision directly required in performing the service, but not supervision of a general nature such as that provided by the head of a department and his staff assistants not directly involved in operations. However, supervision by the head of a department or agency whose sole function is providing the service furnished would be an eligible cost. Supporting costs include those furnished by other units of the supplying department or by other agencies.

§ 1-15.707-2 Alternative methods of determining indirect cost.

In lieu of determining actual indirect cost related to a particular service furnished by another agency, either of the following alternative methods may be used, provided only one method is used for a specific service during the fiscal year involved.

(a) *Standard indirect rate.* An amount equal to 10 percent of direct labor cost in providing the service performed by another State agency (excluding overtime, shift, or holiday premiums, and fringe benefits) may be allowed in lieu of actual allowable indirect cost for that service.

(b) *Predetermined fixed rate.* A predetermined fixed rate for indirect cost of the unit or activity providing service may be negotiated as set forth in § 1-15.706-2(a).

§ 1-15.708 Cost incurred by grantee department for others.

§ 1-15.708-1 General.

The principles provided in § 1-15.707 will also be used in determining the cost of services provided by the grantee department to another agency.

§ 1-15.709 Cost allocation plan.

§ 1-15.709-1 General.

A plan for allocation of costs will be required to support the distribution of any joint costs related to the grant program. All costs included in the plan will be supported by formal accounting records which will substantiate the propriety of eventual charges.

§ 1-15.709-2 Requirements.

The allocation plan of the grantee department should cover all joint costs of the department as well as costs to be allocated under plans of other agencies or organizational units which are to be included in the costs of federally sponsored programs. The cost allocation plans of all the agencies rendering services to the grantee department, to the extent feasible, should be presented in a single document. The allocation plan should contain, but not necessarily be limited to, the following:

(a) The nature and extent of services provided and their relevance to the federally sponsored programs;

(b) The items of expense to be included; and

(c) The methods to be used in distributing cost.

§ 1-15.709-3 Instructions for preparation of cost allocation plans.

The Department of Health, Education, and Welfare, in consultation with the other Federal agencies concerned, will be responsible for developing and issuing the instructions for use by State and local government grantees in preparation of cost allocation plans. This responsibility applies to both central support services at the State and local government level as well as indirect cost proposals of individual grantee departments.

§ 1-15.709-4 Negotiation and approval of indirect cost proposals for States.

(a) The Department of Health, Education, and Welfare, in collaboration with the other Federal agencies concerned, will be responsible for negotiation, approval and audit of cost allocation plans, which will be submitted to it by the States. These plans will cover central support service costs of the State.

(b) At the grantee department level in a State, a single Federal agency will have responsibility similar to that set forth in paragraph (a) of this § 1-15.709-4 for the negotiation, approval, and audit of the indirect cost proposal. Cognizant Federal agencies have been designated for this purpose. Changes which may be required from time to time in agency

assignments will be arranged by the Department of Health, Education, and Welfare in collaboration with the other interested agencies and submitted to the General Services Administration for final approval. A current list of agency assignments will be maintained by the Department of Health, Education, and Welfare.

(c) Questions concerning the cost allocation plans approved under paragraphs (a) and (b) of this § 1-15.709-4 should be directed to the agency responsible for such approvals.

§ 1-15.709-5 Negotiation and approval of indirect cost proposals for local governments.

(a) Cost allocation plans will be retained at the local government level for audit by a designated Federal agency except in those cases where that agency requests that cost allocation plans be submitted to it for negotiation and approval.

(b) A list of cognizant Federal agencies assigned responsibility for negotiation, approval, and audit of central support service cost allocation plans at the local government level is being developed. Changes which may be required from time to time in agency assignments will be arranged by the Department of Health, Education, and Welfare in collaboration with the other interested agencies, and submitted to the General Services Administration for final approval. A current list of agency assignments will be maintained by the Department of Health, Education, and Welfare.

(c) At the grantee department level of local governments, the Federal agency with the predominant interest in the work of the grantee department will be responsible for necessary negotiation, approval, and obtaining an audit of the indirect cost proposal.

§ 1-15.709-6 Resolution of problems.

To the extent that problems are encountered among the Federal agencies in connection with §§ 1-15.709-4 and 1-15.709-5, the General Services Administration (Code: AMF) will lend assistance as required.

§ 1-15.710 Standards for selected items of cost.

Sections 1-15.711, 1-15.712, and 1-15.713 provide standards for determining the allowability of selected items of cost. These standards will apply irrespective of whether a particular item of cost is treated as direct or indirect cost. Failure to mention a particular item of cost in the standards is not intended to imply that it is either allowable or unallowable; rather, determination of allowability in each case should be based on the treatment of standards provided for similar or related items of cost. The allowability of the selected items of cost is subject to the general policies and principles stated in §§ 1-15.701 through 1-15.709.

§ 1-15.711 Allowable costs.

§ 1-15.711-1 Accounting.

The cost of establishing and maintaining accounting and other information systems required for the management of grant programs is allowable. This includes costs incurred by central service agencies for these purposes. The cost of maintaining central accounting records required for overall State or local government purposes, such as appropriation and fund accounts by the Treasurer, Comptroller, or similar officials, is considered to be a general expense of government and is not allowable.

§ 1-15.711-2 Advertising.

Advertising media includes newspapers, magazines, radio and television programs, direct mail, trade papers, and the like. The advertising costs allowable are those which are solely for:

(a) Recruitment of personnel required for the grant program;

(b) Solicitation of bids for the procurement of goods and services required;

(c) Disposal of scrap or surplus materials acquired in the performance of the grant agreement; and

(d) Other purposes specifically provided for in the grant agreement.

§ 1-15.711-3 Advisory councils.

Costs incurred by State advisory councils or committees established pursuant to Federal requirements to carry out grant programs are allowable. The cost of like organizations is allowable when provided for in the grant agreement.

§ 1-15.711-4 Audit service.

The cost of audit necessary for the administration and management of functions related to grant programs is allowable.

§ 1-15.711-5 Bonding.

Costs of premiums on bonds covering employees who handle grantee agency funds are allowable.

§ 1–15.711–6 Budgeting.

Costs incurred for the development, preparation, presentation, and execution of budgets are allowable. Costs for services of a central budget office are generally not allowable since these are costs of general government. However, where employees of the central budget office actively participate in the grantee agency's budget process, the cost of identifiable services is allowable.

§ 1–15.711–7 Building lease management.

The administrative cost for lease management which includes review of lease proposals, maintenance of a list of available property for lease, and related activities is allowable.

§ 1–15.711–8 Central stores.

The cost of maintaining and operating a central stores organization for supplies, equipment, and materials used either directly or indirectly for grant programs is allowable.

§ 1–15.711–9 Communications.

Communication costs incurred for telephone calls or service, telegraph, teletype service, wide area telephone service (WATS), centrex, telpak (tie lines), postage, messenger service, and similar expenses are allowable.

§ 1–15.711–10 Compensation for personal services.

(a) *General.* Compensation for personal services includes all remuneration, paid currently or accrued, for services rendered during the period of performance under the grant agreement, including but not necessarily limited to, wages, salaries, and supplementary compensation and benefits (§ 1–15.711–13). The costs of such compensation are allowable to the extent that total compensation for individual employees: (1) Is reasonable for the services rendered, (2) follows an appointment made in accordance with State or local government laws and rules, and which meets Federal merit system or other requirements, where applicable, and (3) is determined and supported as provided in paragraph (b) of this section. Compensation for employees engaged in federally assisted activities will be considered reasonable to the extent that it is consistent with that paid for similar work in other activities of the State or local government. In cases where the kinds of employees required for the federally assisted activities are not found in the other activities of the State or local government, compensation will be considered reasonable to the extent that it is comparable to that paid for similar work in the labor market in which the employing government competes for the kind of employees involved. Compensation surveys providing data representative of the labor market involved will be an acceptable basis for evaluating reasonableness.

(b) *Payroll and distribution of time.* Amounts charged to grant programs for personal services, regardless of whether treated as direct or indirect costs, will be based on payrolls documented and approved in accordance with generally accepted practice of the State or local agency. Payrolls must be supported by time and attendance or equivalent records for individual employees. Salaries and wages of employees chargeable to more than one grant program or other cost objective will be supported by appropriate time distribution records. The method used should produce an equitable distribution of time and effort.

§ 1–15.711–11 Depreciation and use allowances.

(a) Grantees may be compensated for the use of buildings, capital improvements, and equipment through use allowance or depreciation. Use allowances are the means of providing compensation in lieu of depreciation or other equivalent costs. However, a combination of the two methods may not be used in connection with a single class of fixed assets.

(b) The computation of depreciation or use allowance will be based on acquisition cost. Where actual cost records have not been maintained, a reasonable estimate of the original acquisition cost may be used in the computation. The computation will exclude the cost or any portion of the cost of buildings and equipment donated or borne directly or indirectly by the Federal Government through charges to Federal grant programs or otherwise, irrespective of where title was originally vested or where it presently resides. In addition, the computation will also exclude the cost of land: Depreciation or a use allowance on idle or excess facilities is not allowable, except when specifically authorized by the grantor Federal agency

(c) Where the depreciation method is followed, adequate property records must be maintained, and any generally

accepted method of computing depreciation may be used. However, the method of computing depreciation must be consistently applied for any specific asset or class of assets for all affected federally sponsored programs and must result in equitable charges considering the extent of the use of the assets for the benefit of such programs.

(d) In lieu of depreciation, a use allowance for buildings and improvements may be computed at an annual rate not exceeding 2 percent of acquisition cost. The use allowance for equipment (excluding items properly capitalized as building cost) will be computed at an annual rate not exceeding 6⅔ percent of acquisition cost of usable equipment.

(e) No depreciation or use charge may be allowed on any assets that would be considered as fully depreciated: *Provided, however,* That reasonable use charges may be negotiated for any such assets if warranted after taking into consideration the cost of the facility or item involved, the estimated useful life remaining at time of negotiation, the effect of any increased maintenance charges or decreased efficiency due to age, and any other factors pertinent to the utilization of the facility or item for the purpose contemplated.

§ 1–15.711–12 Disbursing service.

The cost of disbursing grant program funds by the Treasurer or other designated officer is allowable. Disbursing services cover the processing of checks or warrants, from preparation to redemption, including the necessary records of accountability and reconciliation of such records with related cash accounts.

§ 1–15.711–13 Employee fringe benefits.

Costs identified under paragraphs (a) and (b) of this section are allowable to the extent that total compensation for employees is reasonable as defined in § 1–15.711–10.

(a) Employee benefits in the form of regular compensation paid to employees during periods of authorized absences from the job, such as for annual leave, sick leave, court leave, military leave, and the like, if they are: (1) Provided pursuant to an approved leave system, and (2) the cost thereof is equitably allocated to all related activities, including grant programs.

(b) Employee benefits in the form of employer's contributions or expenses for social security, employees' life and health insurance plans, unemployment insurance coverage, workmen's compensation insurance, pension plans, severance pay, and the like; provided such benefits are granted under approved plans and are distributed equitably to grant programs and to other activities.

§ 1–15.711–14 Employee morale, health, and welfare costs.

The costs of health or first-aid clinics and/or infirmaries, recreational facilities, employees' counseling services, employee information publications, and any related expenses incurred in accordance with general State or local policy, are allowable. Income generated from any of these activities will be offset against expenses.

§ 1–15.711–15 Exhibits.

Costs of exhibits relating specifically to the grant programs are allowable.

§ 1–15.711–16 Legal expenses.

The cost of legal expenses required in the administration of grant programs is allowable. Legal services furnished by the chief legal officer of a State or local government or his staff solely for the purpose of discharging his general responsibilities as legal officer are unallowable. Legal expenses for the prosecution of claims against the Federal Government are unallowable.

§ 1–15.711–17 Maintenance and repair.

Costs incurred for necessary maintenance, repair, or upkeep of property which neither add to the permanent value of the property nor appreciably prolong its intended life, but keep it in an efficient operating condition, are allowable.

§ 1–15.711–18 Materials and supplies.

The cost of materials and supplies necessary to carry out the grant programs is allowable. Purchases made specifically for the grant program should be charged thereto at their actual prices after deducting all cash discounts, trade discounts, rebates, and allowances received by the grantee. Withdrawals from general stores or stockrooms should be charged at cost under any recognized method of pricing consistently applied. Incoming transportation charges are a proper part of material cost.

§ 1–15.711–19 Memberships, subscriptions, and professional activities.

(a) *Memberships.* The cost of membership in civic, business, technical, and professional organizations is allowable, provided: (1) The benefit from the membership is related to the grant program, (2) the expenditure is for agency membership, (3) the cost of the membership is reasonably related to the value of the services or benefits received, and (4) the expenditure is not for membership in an organization which devotes a substantial part of its activities to influencing legislation.

(b) *Reference material.* The cost of books and subscriptions to civic, business, professional, and technical periodicals is allowable when related to the grant program.

(c) *Meetings and conferences.* Costs are allowable when the primary purpose of the meeting is the dissemination of technical information relating to the grant program and they are consistent with regular practices followed for other activities of the grantee.

§ 1–15.711–20 Motor pools.

The costs of a service organization which provides automobiles to user grantee agencies at a mileage or fixed rate and/or provides vehicle maintenance, inspection, and repair services are allowable.

§ 1–15.711–21 Payroll preparation.

The cost of preparing payrolls and maintaining necessary related wage records is allowable.

§ 1–15.711–22 Personnel administration.

Costs for the recruitment, examination, certification, classification, training, establishment of pay standards, and related activities for grant programs are allowable.

§ 1–15.711–23 Printing and reproduction.

Costs for printing and reproduction services necessary for grant administration, including but not limited to, forms, reports, manuals, and informational literature are allowable. Publication costs of reports or other media relating to grant program accomplishments or results are allowable when provided for in the grant agreement.

§ 1–15.711–24 Procurement service.

The cost of procurement service, including solicitation of bids, preparation and award of contracts, and all phases of contract administration in providing goods, facilities, and services for grant programs is allowable.

§ 1–15.711–25 Taxes.

In general, taxes or payments in lieu of taxes which the grantee agency is legally required to pay are allowable.

§ 1–15.711–26 Training and education.

The cost of inservice training customarily provided for employee development which, directly or indirectly, benefits grant programs is allowable. Out-of-service training involving extended periods of time is allowable only when specifically authorized by the grantor agency.

§ 1–15.711–27 Transportation.

Costs incurred for freight, cartage, express, postage, and other transportation costs relating either to goods purchased, delivered, or moved from one location to another are allowable.

§ 1–15.711–28 Travel.

Travel costs are allowable for expenses for transportation, lodging, subsistence, and related items incurred by employees who are in travel status on official business incident to a grant program. Such costs may be charged on an actual basis, on a per diem or mileage basis in lieu of actual costs incurred, or on a combination of the two; provided the method used is applied to an entire trip, and results in charges consistent with those normally allowed in like circumstances in nonfederally sponsored activities. The difference in cost between first-class air accommodations and less than first-class air accommodations is unallowable except when less than first-class air accommodations are not reasonably available.

§ 1–15.712 Costs allowable with approval of grantor agency.

§ 1–15.712–1 Automatic data processing.

The cost of data processing services to grant programs is allowable. This cost may include rental of equipment or depreciation on grantee-owned equipment. The acquisition of equipment, whether by outright purchase, rental-purchase agreement or other method of purchase, is allowable only with specific prior approval of the grantor Federal agency as provided under the selected item for capital expenditures.

§ 1–15.712–2 Building space and related facilities.

The cost of space in privately or publicly owned buildings used for the benefit of the grant program is allowable subject to the conditions stated in this § 1–15.712–2. The total cost of space, whether in a privately or publicly owned building, may not exceed the rental cost of comparable space and facilities in a privately owned building in the same locality. The cost of space procured for grant program usage may not be charged to the program for periods of nonoccupancy without authorization of the grantor Federal agency.

(a) *Rental cost.* The rental cost of space in a privately owned building is allowable.

(b) *Maintenance and operation.* The cost of utilities, insurance, security, janitorial services, elevator service, upkeep of grounds, normal repairs and alterations and the like, are allowable to the extent they are not otherwise included in rental or other charges for space.

(c) *Rearrangements and alterations.* Cost incurred for rearrangement and alteration of facilities required specifically for the grant program or those that materially increase the value of useful life of the facilities (§ 1–15.712–3) are allowable when specifically approved by the grantor agency.

(d) *Depreciation and use allowances on publicly owned buildings.* These costs are allowable as provided in § 1–15.711–11.

(e) *Occupancy of space under rental-purchase or a lease with option-to-purchase agreement.* The cost of space procured under such arrangements is allowable when specifically approved by the Federal grantor agency.

§ 1–15.712–3 Capital expenditures.

The cost of facilities, equipment, other capital assets, and repairs which materially increase the value or useful life of capital assets is allowable when such procurement is specifically approved by the Federal grantor agency. When assets acquired with Federal grant funds are (a) sold, (b) no longer available for use in a federally sponsored program, or (c) used for purposes not authorized by the grantor agency, the Federal grantor agency's equity in the asset will be refunded in the same proportion as Federal participation in its cost. In case any assets are traded on new items, only the net cost of the newly acquired assets is allowable.

§ 1–15.712–4 Insurance and indemnification.

(a) Costs of insurance required, or approved and maintained pursuant to the grant agreement, are allowable.

(b) Costs of other insurance in connection with the general conduct of activities are allowable subject to the following limitations:

(1) Types and extent and cost of coverage will be in accordance with general State or local government policy and sound business practice.

(2) Costs of insurance or of contributions to any reserve covering the risk of loss of, or damage to, Federal Government property are unallowable except to the extent that the grantor agency has specifically required or approved such costs.

(c) Contributions to a reserve for a self-insurance program approved by the Federal grantor agency are allowable to the extent that the types of coverage, extent of coverage, and the rates and premiums would have been allowed had insurance been purchased to cover the risks.

(d) Actual losses which could have have been covered by permissible insurance (through an approved self-insurance program or otherwise) are unallowable unless expressly provided for in the grant agreement. However, costs incurred because of losses not covered under nominal deductible insurance coverage provided in keeping with sound management practice, and minor losses not covered by insurance, such as spoilage, breakage, and disappearance of small hand tools which occur in the ordinary course of operations, are allowable.

(e) Indemnification includes securing the grantee against liabilities to third persons and other losses not compensated by insurance or otherwise. The Government is obligated to indemnify the grantee only to the extent expressly provided for in the grant agreement, except as provided in this § 1–15.712–4(d).

§ 1–15.712–5 Management studies.

The cost of management studies to improve the effectiveness and efficiency of grant management for ongoing programs is allowable except that the cost of studies performed by agencies other than the grantee department or outside consultants is allowable only when authorized by the Federal grantor agency.

§ 1–15.712–6 Preagreement costs.

Costs incurred prior to the effective date of the grant or contract, whether or not they would have been allowable thereunder if incurred after such date, are allowable when specifically provided for in the grant agreement.

§ 1–15.712–7 Professional services.

Cost of professional services rendered by individuals or organizations not a part of the grantee department is allowable subject to such prior authorization as may be required by the Federal grantor agency.

§ 1–15.712–8 Proposal costs.

Costs of preparing proposals on potential Federal Government grant agreements are allowable when specifically provided for in the grant agreement.

§ 1–15.713 Unallowable costs.

§ 1–15.713–1 Bad debts.

Any losses arising from uncollectible accounts and other claims, and related costs, are unallowable.

§ 1–15.713–2 Contingencies.

Contributions to a contingency reserve or any similar provision for unforeseen events are unallowable.

§ 1–15.713–3 Contributions and donations.

Contributions and donations are unallowable.

§ 1–15.713–4 Entertainment.

Costs of amusements, social activities, and incidental costs relating thereto, such as meals, beverages, lodgings, rentals, transportation, and gratuities, are unallowable.

§ 1–15.713–5 Fines and penalties.

Costs resulting from violations of, or failure to comply with Federal, State, and local laws and regulations are unallowable.

§ 1–15.713–6 Governor's expenses.

The salaries and expenses of the Office of the Governor of a State or the chief executive of a political subdivision are considered a cost of general State or local government and are unallowable.

§ 1–15.713–7 Interest and other financial costs.

Interest on borrowings (however represented), bond discounts, cost of financing and refinancing operations, and legal and professional fees paid in connection therewith, are unallowable except when authorized by Federal legislation.

§ 1–15.713–8 Legislative expenses.

Salaries and other expenses of the State legislature or similar local governmental bodies such as county supervisors, city councils, school boards, etc., whether incurred for purposes of legislation or executive direction, are unallowable.

§ 1–15.713–9 Underrecovery of costs under grant agreements.

Any excess of cost over the Federal contribution under one grant agreement is unallowable under other grant agreements.

8572

Prc-6-1

July 7, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-606(1)
Lane County

We are submitting program data for one project, Item No. 112, Project No. RS-606(1), "Long Tom River Bridge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $4,500 with an obligation of $3,850 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $150,000 with an obligation of $128,600.

(3) Approval of the consultant agreement executed by Lane County with the engineering firm of Oregon Bridge Engineering Co. Upon approval please return one of the two enclosed copies for our files.

JLG:re

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 8, 1976

CARD 2	REPORT NUMBER (19)-(20)	PROJECT LOCATION (45 typewriter spaces) 21-66		ADT	PRESENT	FUTURE (66)-(70)	YEAR (71)-(72)	REGION	STATE NAME		
	1	Co Rd., approx. 3 mi. W. of Junction City			650 DHV 80	1200	96	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28-62	NATL. FOREST (63)-(65)	FH ROUTE NO. (66)-(69)	SUPV AGCY (69)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72)-(73)	PL. AUTH YR (74)-(75)	PROJECT NUMBER PREFIX LETTER(S) 14-23	NUMBER 7	
	P.E. & One Bridge								RS-	606	
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			
	Rural Secondary							Lane			
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-AID (32)	STATE (36)-(37)	U.S.
	------								227	Co. Rd.	--

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI (Full description)	MILES (54)-(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)-(66)	FEDERAL FUNDS (67)-(76)	STATE FUNDS	OTHER FUNDS
5					PE			0.028	4,500	3,850	650	--
5					ROW							
5					CONST (CODE) X080		"Long Tom River Bridge Section"	0.028	150,000	128,600	10,700	10,700 (Co.)
							PROJECT TOTALS	0.028	154,500	132,450	11,350	10,700 (Co.)

CARD 1	CODE 1	PREPARED BY	
		JLG	
1	14	PROGRAM APPROVAL DATES	

(10)-(23) (24)-(38) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 8, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., approx. 3 mi. W. of Junction City	ADT	650 DHV 80	1200	96	10	Oregon	41	075	112

TYPE OF WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
e								RS-	606	(1)		

SYSTEM	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Lane	039	[ ] 1 OR [XX] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	227	Co. Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.028	4,500	3,850	650	--	
OW								
ONST (CODE) 080		"Long Tom River Bridge Section"	0.028	150,000	128,600	10,700	10,700 (Co.)	ROW-60' max.; Access Control-none, Parking restriction-none.
JLG		PROJECT TOTALS	0.028	154,500	132,450	11,350	10,700 (Co.)	

APPROVAL DATES

REMARKS

-OVER-

LONG TOM RIVER BRIDGE SECTION
PROJECT NO. RS-606(1)

Existing Facility:
Roadway - - Two 11-foot lanes of bituminous surface with 5-foot shoulders.
Structure - Long Tom River Bridge - #13911, Timber Trestle, 150 ft. long, H.C.-23.5 ft.

Adjacent Sections: Two 11-foot lanes of bituminous surface with 5-foot shoulders.

Project Data: The work consistsof the following:

(1) Preliminary engineering all phases.
(2) Remove existing structure and construct, on existing alignment, a reinforced concrete bridge approximately 150 feet in length with horizontal clearance of 32-foot, grade and pave roadway approaches and other incidental work common to this type of project.

Note: Preliminary and construction engineering to be accomplished by the consultant engineering firm of "Oregon Bridge Engineering Co." with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: None

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA November 24, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3 project).
(b) Location/Design - - Not a factor in the development of this project.

Route Data: This is a farm-to-market road, truck route, school bus route and a mail truck route.

Control of Utilities: The State does not hav legal authority to control the use of utiliti of this project. A State-County agreement is comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional Distr

IDGE SECTION
5(1)

:
-foot lanes of bituminous surface with 5-foot
lders.
om River Bridge - #13911, Timber Trestle, 150 ft.
H.C.-23.5 ft.

: Two 11-foot lanes of bituminous surface with
5-foot shoulders.

e work consistsof the following:

engineering all phases.
ing structure and construct, on existing alignment,
concrete bridge approximately 150 feet in length
tal clearance of 32-foot, grade and pave roadway
nd other incidental work common to this type of

y and construction engineering to be accomplished
engineering firm of "Oregon Bridge Engineering Co."
ontracting by State forces.

rports, Railroads, Water Developments, Historical
Areas: None involved.

imum Design Standards: None

of-Way: None

ements: Non-major action project concurred in by
1975.

ements: Exempt from State Clearinghouse and District 5
5 review under working agreements.

ements:
ngs - - None required under Oregon Action Plan (Category
3 project).
ign - - Not a factor in the development of this project.

is a farm-to-market road, truck route, school bus route
route.

Control of Utilities: The State does not have at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 4.

8572

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:
NPPND-RF

24 June 1976

Mr. W. A. Palmateer, General Manager
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, OR 97477

file 3-107

RE: Proposed Replacement of the
Existing Long Tom River Bridge

Dear Sir:

I am in receipt of your application for Lane County to construct a new bridge in replacement of the existing Long Tom River Bridge dated 2 June 1976.

Please be informed a permit is not necessary for the above referenced project at this time. The Portland District, Corps of Engineers, will not have jurisdiction over the Long Tom River until 1 July 1976. Since your proposed work does not include a fill of any kind you will be exempt from having to acquire a Department of the Army permit even after the 1 July 1976 date. Our authority pertains only to those fills which are not considered to be maintenance work. Therefore, I am returning your drawing and application form.

If we can be of any further assistance do not hesitate to call our Portland office collect at 777-1602 and a member of my staff will return your call.

Sincerely yours,

for F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

Incl
as stated

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

Form E-[illegible] (Rev. 5-71)

8572

for A456(227) Lane Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Long Tom River Bridge

Highway High Pass Rd. (County) FAS ~~227~~ A456

County Lane

Date June 8, 19 76

Authorization No. 1

Survey Prefix 520-1996
(Assigned by Salem office)

Description of termini, route, length, etc.:

M.P. 3.21 to M.P. 3.31; Section 2, T. 16S., R. 5 W.

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ CoOR. ☑ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Purpose of survey: To monitor the preliminary engineering, review plans and advertise and award a contract for bridge reconstruction. A consultant engineering firm will perform the P.E. for Lane County.

Estimate of cost:

Field	901	500
Bridge	906	1,000
Proj. Mgt.	920	50
Specifications	921	450
Found Expl.	926	2,500

RS-606(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $4,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

.....
Field Engineer

Recommended for Approval:

Glen L Glenn
.....
Regional Engineer

Recommended for Approval:

H Frank E Perkins
.....
Location Engineer

Approved:

E S Hunter
.....
Assistant State Highway Engineer

SP*23604-734

FASC

9-14-76
FAS-C

8572

fas 227 Gudeon Jane Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 73, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9873

January 22, 1976

Dup. Copy to Ellis - Julian - Jones - File & Steve Allen

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Long Tom River Bridge Section
High Pass Road FAS 227

Dear Glen:

I have a "Basic Flow Chart" (BFC) showing Federal Aid System "Project Implementation Proceedure" (PIP) which clearly shows the approximate time for Region's review of the application (RRA) to approval of the preliminary engineering (PE) to be 2-1/2 months (Mo.).

The application was filed on August 8, 1975, and over 5-1/2 months have gone by (G.B.).

If somebody doesn't get off "top-dead-center" (TDC) OBEC may be O-U-T of business and I will blame Y-O-U and D.O.T.

Kindest personal regards,

WAP.

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

W.A.P.
& M.

WAP:seb

PROJECT MANAGEMENT
JAN 28 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Note - County will not Request Federal Funds for PE. At this meeting today with Palmateer and Clark will try to design the Bridge. Allen

Call Al Dwyer 687-4222 - Confirm that County is not asking for Federal Funds for Preliminary Engineering - No Reason for Region to Authorize County to Tell Oregon Bridge Engineering to start work up to Lane County under their Annual Retainer Contract. Glen

ENTERED ON [illegible] RECORD

OREGON STATE HIGHWAY DIVISION

8572 Region III - Roseburg

FAS 227 Lane Co

MONTHLY PRELIMINARY ENGINEERING REPORT

LOCAL AGENCY Lane County DATE November 26, 1975

PROJECT NAME High Pass (Long Tom) Bridge Reconstruction

PROJECT NUMBER FAS-227 PROJECT CATEGORY 3
TYPE FEDERAL FUNDING FAS-C

STATUS OF PROJECT: DATE FHWA APPROVED PE PHASE

WORK BEING PERFORMED BY

[X] CONSULTANT (NAME) Oregon Bridge Engineering Co. [ ] OWN FORCES

RECONNAISSANCE PHASE COMPLETED — YES [ ] NO [X] N/A [ ]

(If no, give anticipated date of completion)

CORRIDOR HEARING REQUIRED — YES [ ] NO [X]

(If yes, give anticipated date)

RECEIVED
COUNTY & CITY SECTION
DEC 9 1975
ENGR. COOR. UE AE UE
UPE CE RE RPE

DATE CORRIDOR APPROVAL RECEIVED FROM FHWA

DATE LOCATION FIELD SURVEY BEGAN

ESTIMATED DATE OF COMPLETION

DESIGN (OR JOINT CORRIDOR-DESIGN) HEARING REQUIRED — YES [ ] NO [X]

(If yes, give estimated date of hearing)

DATE PRELIMINARY DESIGN BEGAN (Not started)

(Estimated date of completion)

DATE DESIGN APPROVAL RECEIVED FROM FHWA

DATE PRELIMINARY PLANS & SPECIFICATIONS TO HIGHWAY DIVISION FOR FINAL DESIGN

REMARKS Design work has not started on this project, pending authorization to proceed from OSHD.

DEFERRED TO
Wells
By Location Engineer
cc Hopkins

11/17/75

8572

FORM 81.734.3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 26, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
High Pass (Long Tom) Bridge
Reconstruction
High Pass Rd.-Long Tom River
Lane County

Vertrees
J. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC - 2 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☑
Return To
Bring Up ___/___/___
Other

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

RECEIVED
TRAFFIC ENGINEERING
NOV 25 '75

11:15 75

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 24, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RS-606(-)
High Pass (Long Tom) Bridge Reconstruction
High Pass Road-Long Tom River
Lane County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's October 22 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

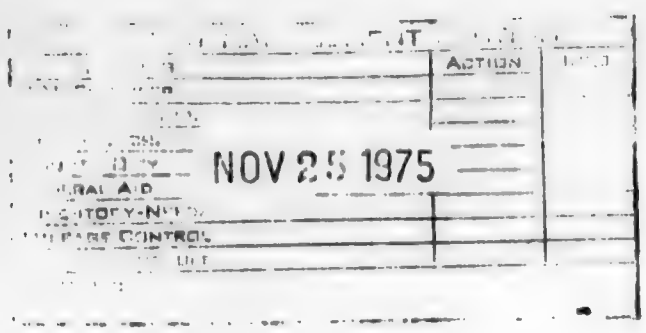
It should be understood that our concurrence is only on the type of action.

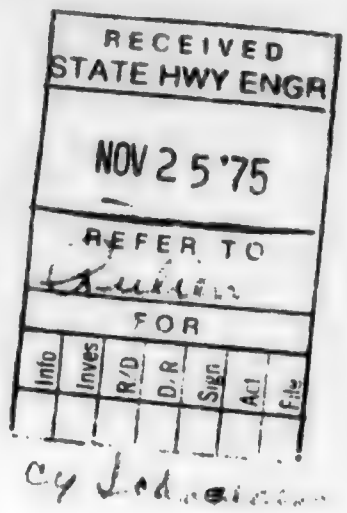
The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSH D (Potter
OSHD (Laux)
OSHD (Region 3, Engelmann)

BEN GIFFORD





Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 14, 1975

A. PROJECT IDENTIFICATION

Name of Project High Pass (Long Tom) Bridge Reconstruction RS-60C(-)
(Section)

Location of Project (T16S-R5W-Sec. 2), (FAS #227)
High Pass Rd. at Long Tom River, Co. Legal Rd. #313
(Highway Name) (Highway No., US - ORE)

West of Junction City (City) | Lane (County) | III (Region)

Program FAS (Funding) | $110,000 (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a deteriorating wood bridge (State #13911) with a concrete structure to safely carry existing and projected vehicle loads.

Origin and History: Existing bridge with timber trestle and wood stringers and decking was constructed in 1955. High Pass Road is a rural major collector road to Junction City.

C. DESCRIPTION OF PROJECT

Length 0.10 mile

Termini M.P. 3.21 - 3.31 on High Pass Road

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right-of-way is 60 feet. No additional right-of-way will be required.

Typical Section Appraoches to bridge to be 22 feet paved travel width with 8 feet gravel shoulders.

Structures Pre-cast concrete slab bridge 32 feet wide and 150 feet long.

Characteristics (ADT) 1974 ADT 720

Other General Information (or Supplemental information to items) _____

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternative locations were not considered as they would impact negatively on the existing agricultural land and require a re-routing of High Pass Road.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Surrounding land is flat to gently rolling grass lands with scattered groves of oak and other deciduous trees. The area is drained by the Long Tom River which at this location is a gently meandering, shallow and slow-moving stream about 60 feet wide which flows toward the north. The banks are faced with rock revetment in some sections but are otherwise covered in grasses or bare gravely soil. The Long Tom River contains "largemouth bass, bullhead, resident cutthroat and some resident rainbow trout." The stream receives heavy angling pressure, particularly on weekends and holidays. Stream-flow is regulated by Fern Ridge Dam.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Lands for at least several miles in all directions are in agricultural uses or are unutilized wood lots and fields. Agricultural uses include grass crops and grazing of sheep. The nearest dwelling (and the only one within sight of this location) is approximately 800-1000 feet away. The only significant noise is that generated by traffic on the highway. An overhead electric powerline parallels the road on the north side. An underground telephone cable emerges from the banks and is attached to the bridge on the north side.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   No additional right-of-way required.

   Consequences:

   No impacts on surrounding properties.

2. **Estimated Changes in Traffic Patterns:**

   Road will not be closed during construction, nor traffic detoured around bridge. Project will replace an existing structure but no change capacity with regard to volume of traffic or allowed weights.

   Consequences:

   No changes.

3. **Estimated Changes in Land Use:**

   This project will not affect surrounding land uses.

   Consequences:

   None.

4. **Expected Adverse Effects on Natural Ecological Resources:**

   Project can be accomplished with only minimum and temporary disturbance, if any, of the water and no obstruction to stream flow. The Department of Fish and Wildlife recommends that construction be done during the period of seasonal low tide.

   Consequences:

   No significant effects. Stream flow is regulated by Fern Ridge Dam which is controlled by the Corps of Engineers. Coordination with the Corps is required.

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

   Existing bridge is not valuable aesthetically. Temporary noise of construction is only identified impact on surrounding area.

   Consequences:

   None.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

HIGH PASS BRIDGE 16-5W-2C

T 16 S
T 15 S
R 5 W
R 4 W

NO. 36

CHESHIRE

WOODRIDGE BUTTE

COX BUTTE

CEMETERY

HIGH PASS RD

JUNCTION

PACIFIC

SOUTHERN PACIFIC RAILROAD

RIVER

CREEK

OREGON STATE HIGHWAY DIVISION

Region III - Roseburg

fas 227 Lane Co

DEC 5 1975

MONTHLY PRELIMINARY ENGINEERING REPORT

LOCAL AGENCY Lane County DATE November 26, 1975

PROJECT NAME High Pass (Long Tom) Bridge Reconstruction

PROJECT NUMBER FAS-227

PROJECT CATEGORY 3
TYPE FEDERAL FUNDING FAS-C

STATUS OF PROJECT: DATE FHWA APPROVED PE PHASE

WORK BEING PERFORMED BY

[X] CONSULTANT (NAME) Oregon Bridge Engineering Co. [ ] OWN FORCES

RECONNAISSANCE PHASE COMPLETED — YES [ ] NO [X] N/A [ ]

(If no, give anticipated date of completion)

CORRIDOR HEARING REQUIRED — YES [ ] NO [X]

(If yes, give anticipated date)

DATE CORRIDOR APPROVAL RECEIVED FROM FHWA

DATE LOCATION FIELD SURVEY BEGAN

ESTIMATED DATE OF COMPLETION

RECEIVED
COUNTY & CITY SECTION
DEC 8 1975
[ ] ENGR. [ ] COOR. [✓] OE [ ] AE [ ] UE
[ ] UPE [ ] CE [ ] RE [ ] RPE [ ]

DESIGN (OR JOINT CORRIDOR-DESIGN) HEARING REQUIRED — YES [ ] NO [X]

(If yes, give estimated date of hearing)

DATE PRELIMINARY DESIGN BEGAN (Not started)

(Estimated date of completion)

DATE DESIGN APPROVAL RECEIVED FROM FHWA

DATE PRELIMINARY PLANS & SPECIFICATIONS TO HIGHWAY DIVISION FOR FINAL DESIGN

REMARKS Design work has not started on this project, pending authorization to proceed from OSHD.

11/21/75

8572

Form FHWA 121 (Rev. 8-73)

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-606(-)
High Pass (Long Tom) Bridge Reconstruction
High Pass Road-Long Tom River
Lane County
Project Assessment

DATE: November 24, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's October 22 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSH D (Potter
OSHD (Laux)
OSHD (Region 3, Engelmann)

NOTED
R. L. SCHROEDER

RECEIVED
NOV 25 1975
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Information

8572

App'd 9/24/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lane FAS No. 227 Date /

County Road Name High Pass

Section Name Long Tom River

Type of Project Bridge Construction MP 3.44

Location of Project (Attach sketch map)

ADT ~~720~~ (1974) 650 Design Speed 55

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes X No ____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
   (AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
   By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
   By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
   By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)

   Width between curbs ____

App'd By DOT 9/24/75

No Fed. Aid PE. - County is pay 100% to Consultant

Program for ~~Construction~~ Consultant and State participation in PE...

	ADT	DHV
1976	~~720~~ 650	70
1996	1200	140

Costs

Total	Federal	State	County
150,000	117,000	16,500	16,500

To Gwen

~~6/15/76~~ 6/15/76

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to pubiic safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Long Tom River

2. Name of bridge State #13911 (Lane Co. Bridge #16-5W-2C)

3. Dimensions of existing bridge. Length 150' Roadway Width 23.5

4. Type of design and material used in existing bridge.
Timber trestle - wood stringers and decking

5. Location (please attach map with location marked):
Section 2 Township 16S Range 5W W.M.

6. Desired width of proposed bridge 32' Approx. length 150'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_X_
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_X_ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_X_
Explain_____

10. Foundation Testing: By County? Yes_X_ No_____
By State? Yes_____ No_X_

11. Will County close road during construction? Yes_____ No_X_

12. Can presently established road be used as detour? Yes_X_ No_____

13. Must a new detour be constructed? Yes_____ No_X_

14. Will detour be constructed & maintained by County? Yes_____ No_X_

15. Will detour be constructed & maintained by Contractor? Yes_X_ No_____

16. Will County sign project outside work area during construction?
Yes_X_ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_X_

18. Approaches or Connections by County Yes_____ No_X_
by Contractor Yes_X_ No_____
Traveled surface: Type_AC_ Width_~~22~~ 24_
Shoulder surface: Type_rock_ Width_8_
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_X_

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No____
By County ____ Contractor X
Right side only? Yes X No____
Both sides? Yes____ No X

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes____ No X
Use for detour? Yes X No____
Removed by County? Yes____ No X
Removed by Contractor? Yes X No____
Salvaged by Contractor for County? Yes____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes____ No X
By Contractor? Yes X No____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes____ No X Size____
Company____
b. Sanitary sewer mains: Yes____ No X Size____
Company____
c. Storm sewer: Yes____ No X Size____
Company____
d. Gas mains: Yes____ No X Size____
Company____
e. Power lines: Yes____ No X Size____
Company____
f. Telephone lines: Yes____ No X Size____
Company____
g. Other Utilities:____

24. Does County wish provisions made for future utility attachment to structure? Yes X No____

25. Does County wish lightpost bases and conduit installed?
Yes____ No X

26. Does County wish complete job of illumination in project?
Yes____ No X

27. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes _____ No X
   By Consultant? Yes X No _____
   By County? Yes _____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No X
   By Consultant? Yes X No _____
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum _____.

2. Is any additional right-of-way needed? Yes_____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes___ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____ No X

5. Should State prepare options? Yes___ No X

6. Should material source site be included in right-of-way descriptions?
Yes_____ No X

7. Is there any merchantable timber on right-of-way?
Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: Pacific NW Bell

13. Are utilities on existing right-of-way by permit _____ or
by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ ~~110,000.~~ $150,000 $30. (32 x 15) = 150,00. I

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount _____

4. Date match money is available current

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ ---

7. Date County requests letting: ASAP

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: The bridge is in bad condition.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

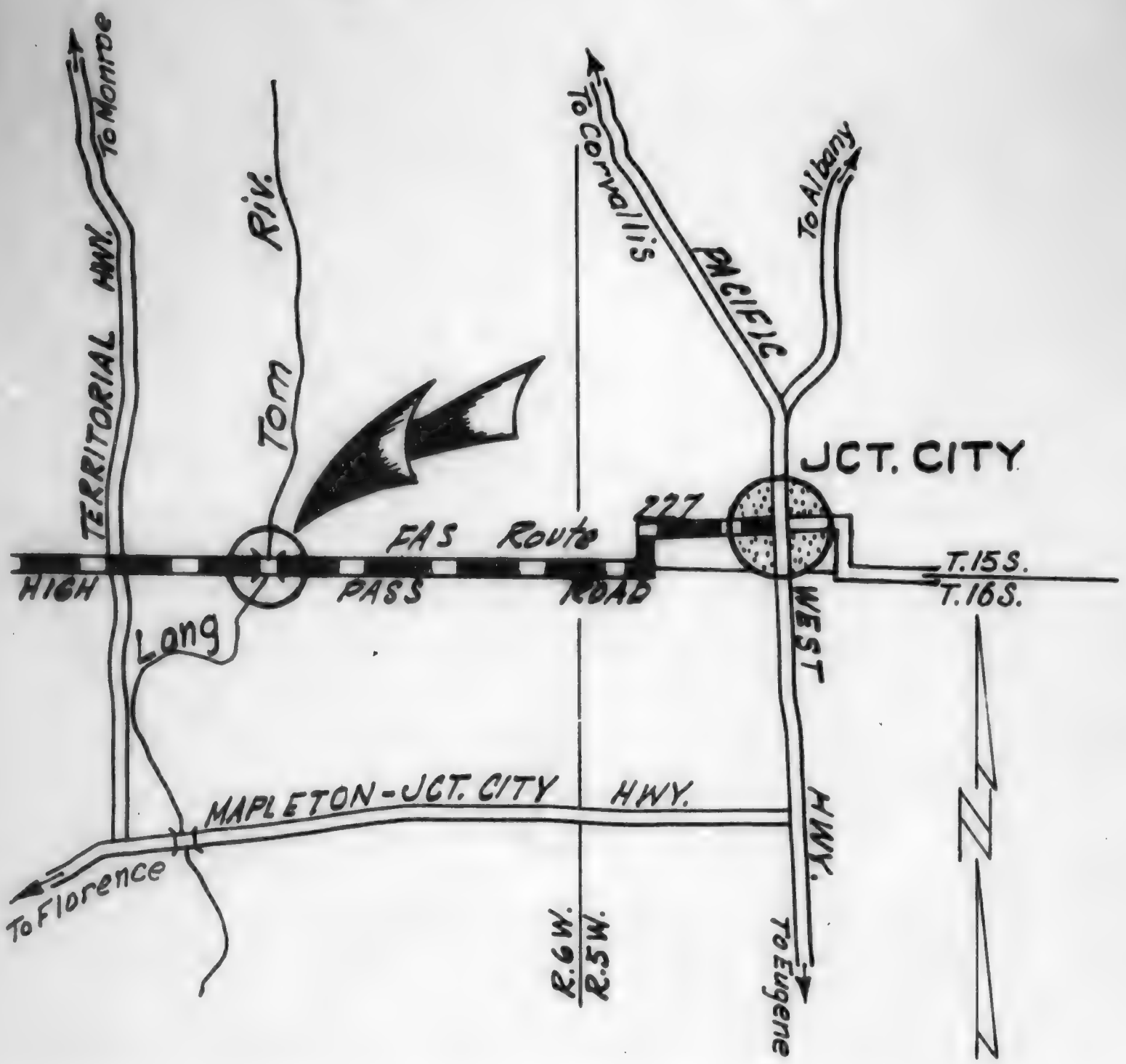
By _____
County Commissioner

By George F. Freeman
County Engineer or Roadmaster

County _____
Date _____

_____
O.S.H.D. Field Engineer

Date _____

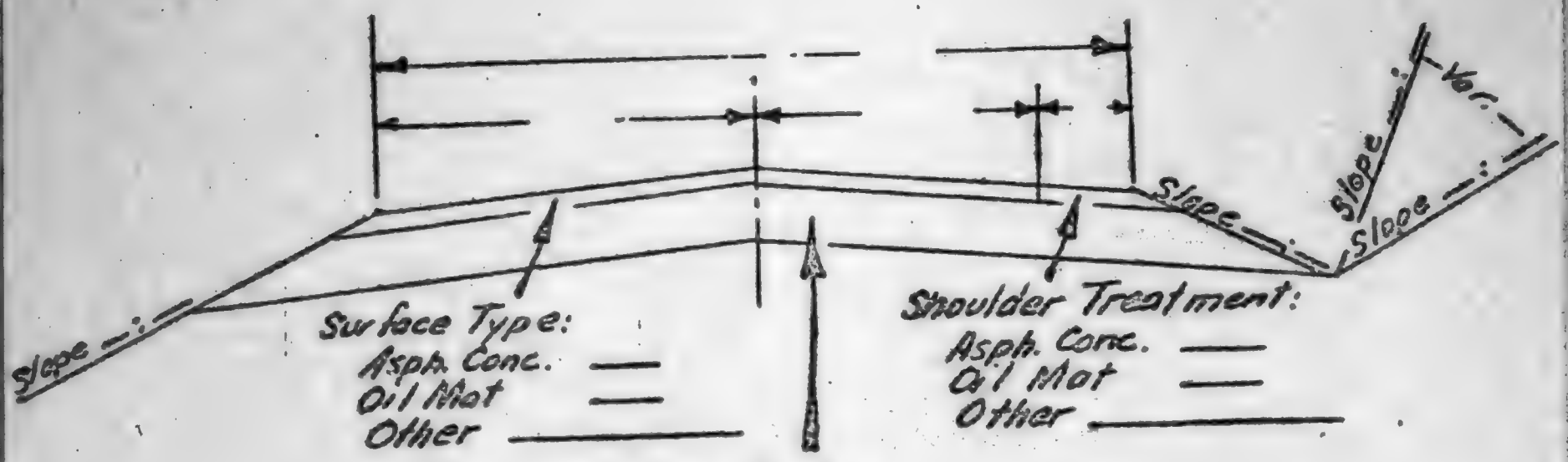


LONG TOM RIV. (HIGH PASS) BR. SECT.

HIGH PASS ROAD FAS 277

Lane County

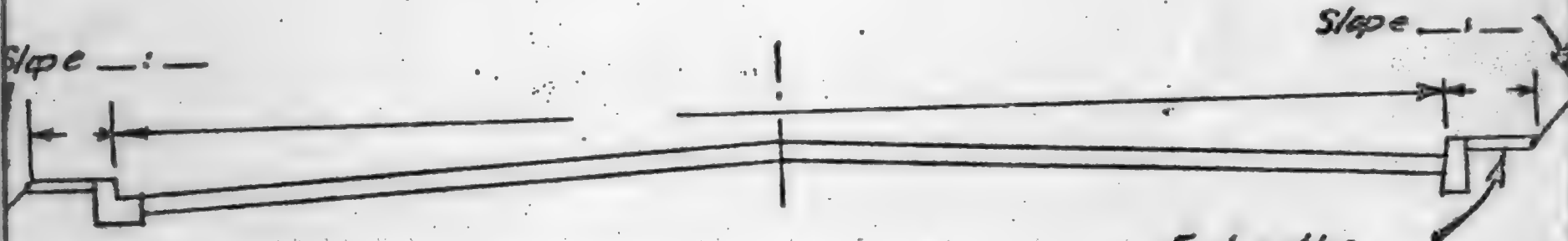
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other _____

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other _____

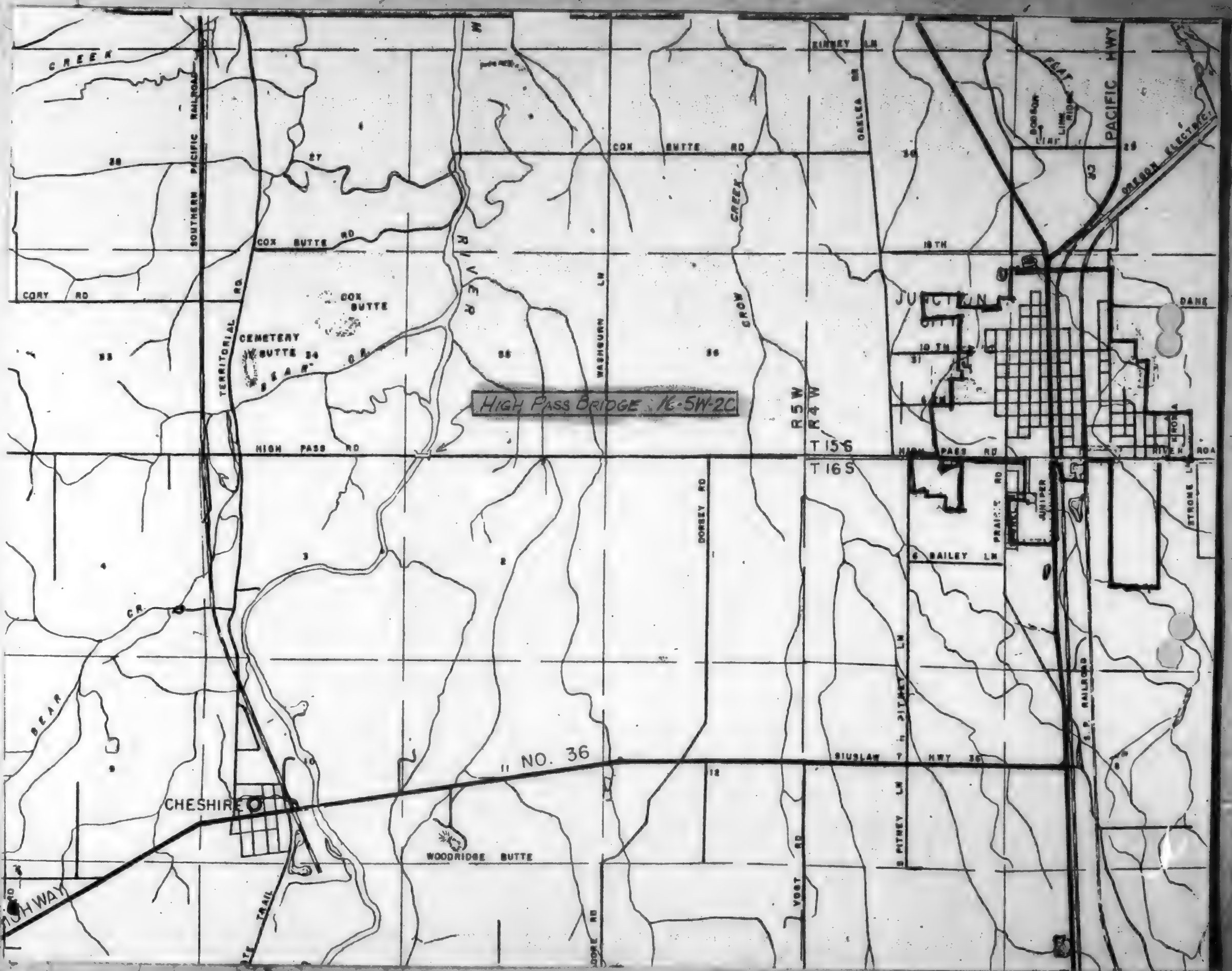
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width _____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other _____


HIGH PASS BRIDGE 16-5W-2C
COX BUTTE RD
CORY RD
HIGH PASS RD
COX BUTTE CEMETERY
BEAR BUTTE
BEAR CR.
CREEK
SOUTHERN PACIFIC RAILROAD
TERRITORIAL RD
RIVER
WASHBURN LN
CROW CREEK
DARLEA DR
KINNEY LN
R5W
R4W
T15S
T16S
JUNCTION CITY
10TH ST
PACIFIC HWY
OREGON ELECTRIC
DANE
RIVER RD
PRAIRIE RD
JUNIPER
BAILEY LN
PITNEY LN
S.P. RAILROAD
SIUSLAW
HWY 36
NO. 36
CHESHIRE
WOODRIDGE BUTTE
TRAIL
MOORE RD
VOGT RD
HIGHWAY

8572

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Projects and One Cancellation**

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

bc:
C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

HR:dp srb

9-9-75

LANE COUNTY
Proposed FAS-C Project

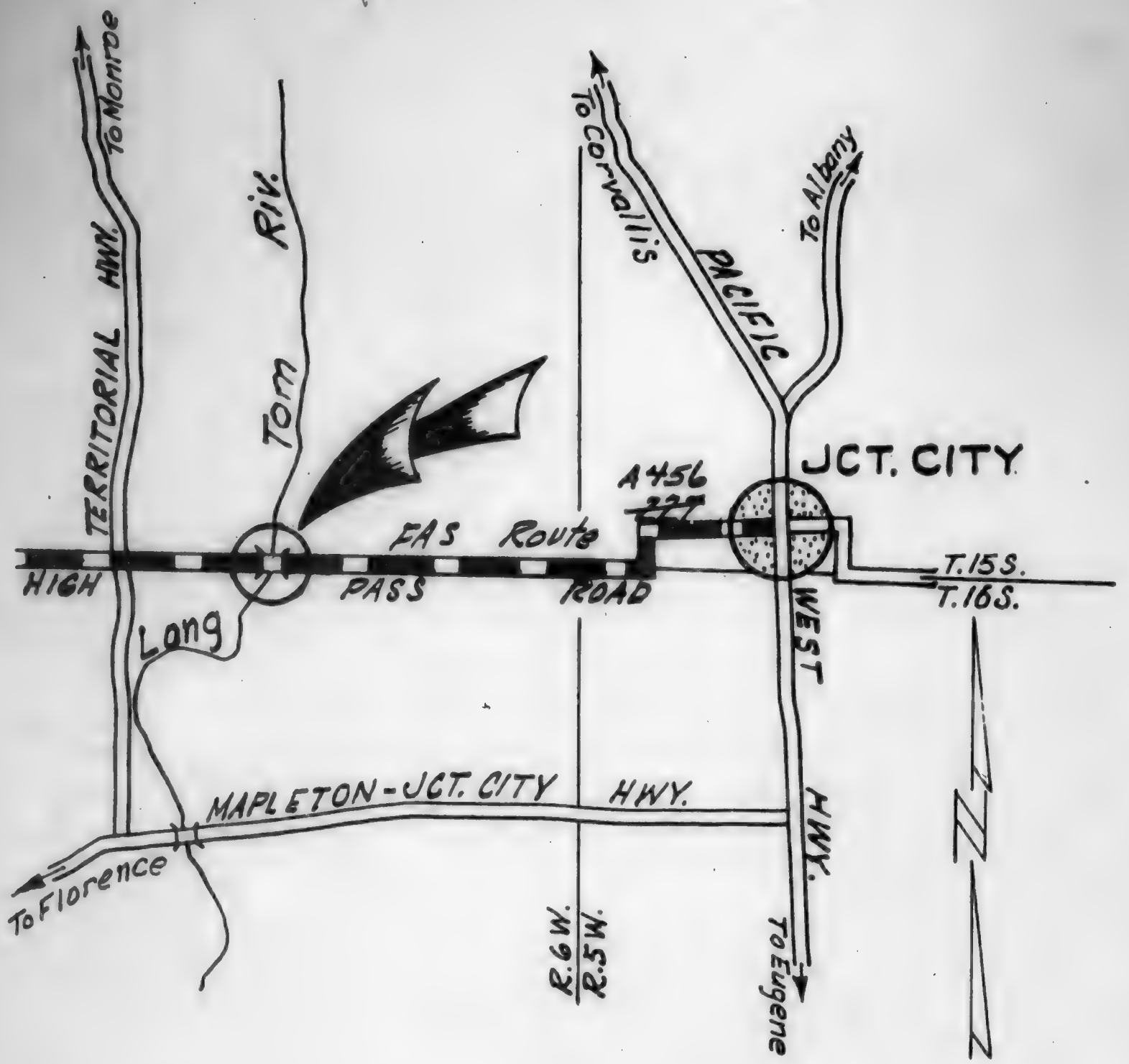
✓ **FAS 227**
Long Tom River (High Pass Road) Bridge
Structure and Approaches
$150,000

Construct a reinforced concrete bridge on the present alignment. Bridge to have a 32' roadway and no side walks. Contractor is also to construct the approaches, plan riprap, install guardrail remove and dispose of the existing bridge. No additional right-of-way, no hearing required. Utilities are involved, engineering is to be done by a consulting firm (Oregon Bridge Engineering Co.).

County will sign project outside of work area and be responsible for the detour.

OTC Approved
9-24-75

75-g
9/9/75



LONG TOM RIV. (HIGH PASS) BR. SECT.

HIGH PASS ROAD

Lane County

FAS ~~277~~

A456

B

C

H

JUNCTION CITY

Ferguson

Bear Creek

Cheshire

Lancaster

Riverview

SMITH LANE

ADAMS LANE

NORATON

TALBOTT LN.

PAYNE RD. 3488

McMULLEN LANE

JAGER LANE

HOWARD LN.

LINGO LANE

FERGUSON ROAD

WASHBURN LANE

OAKLEA DRIVE

TOFTDAHL LN. N.

LOVE LAKE ROAD

CORY ROAD

COX

HIGH PASS ROAD

Danish Cem. Rd.

Park St.

Myrtle St.

Long

BALES ALLEN RD.

Bales Rd.

Franklin Sch. Rd.

CHESHIRE (APPLEGATE) CUTOFF TRAIL

FRANKLIN RD

MEADOWVIEW ROAD W

HARPOLE VOGT LN. RD.

SKINNER LN.

MILLIORN RD. W.

MILLIORN RD. E.

PRAIRIE ROAD

SOVERN LN.

Pebble Beach Ln.

HAYES LANE

ZUMWALT

MAPLE

LONE

VICTORY DR

RIVER RD.

3

B

8572

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 7, 1975

A. PROJECT IDENTIFICATION

Name of Project High Pass (Long Tom) Bridge Reconstruction (Section) (T16S-R5W-Sec.2). (FAS #227)

Location of Project High Pass Rd. at Long Tom River, Co. Legal Rd. #313 (Highway Name) (Highway No., US - ORE)

West of Junction City (City) Lane (County) III (Region)

Program FAS (Funding) $110,000. (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a deteriorating wood bridge (State #13911) with a concrete structure to safely carry existing and projected vehicle loads.

Origin and History: existing bridge with timber trestle and wood stringers and decking was constructed in 1955. High Pass Rd. is a rural major collector road to Junction City.

C. DESCRIPTION OF PROJECT

Length 0.10 mile

Termini M.P. 3.21 -3.31 on High Pass Road.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right-of-way is 60 ft. No additional right-of-way will be required.

Typical Section approaches to bridge to be 22 ft. paved travel width with 8 ft. gravel shoulders.

Structures pre-cast concrete slab bridge 32 ft. wide and 150 ft. long.

Characteristics (ADT) 1974 A.D.T. 720

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternative locations were not considered as they would impact negatively on the existing agricultural land and require a re-routing of High Pass Road.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Surrounding land is flat to gently rolling grass lands with scattered groves of oak and other deciduous trees. The area is drained by the Long Tom River which at this location is a gently meandering, shallow and slow-moving stream about 60 feet wide which flows toward the north. The banks are faced with rock revetment in some sections but are otherwise covered in grasses or bare gravely soil.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Lands for at least several miles in all directions are in agricultural uses or are unutilized wood lots and fields. Agricultural uses include grass crops and grazing of sheep. The nearest dwelling (and the only one within sight of this location) is approximately 800-1000 feet away. The only significant noise is that generated by traffic on the highway. An overhead electric powerline parallels the road on the north side. An underground telephone cable emerges from the banks and is attached to the bridge on the north side.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   No additional right-of-way required.

   Consequences:

   No impacts on surrounding properties.

2. **Estimated Changes in Traffic Patterns:**

   Road will not be closed during construction, nor traffic detoured around bridge. Project will replace an existing structure but not change capacity with regard to volume of traffic or allowed weights.

   Consequences:

   No changes.

3. **Estimated Changes in Land Use:**

   This project will not affect surrounding land uses.

   Consequences:

   None.

4. **Expected Adverse Effects on Natural Ecological Resources:**

   Project can be accomplished with only minimum and temporary disturbance, if any, of the water and no obstruction to stream flow.

   Consequences:

   No significant effects.

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

   Existing bridge is not valuable aesthetically. Temporary noise of construction is only identified impact on surrounding area.

   Consequences:

   None.

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

None identified.

7. **Potential for Controversial Issues:**

None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - No environmental impact studies anticipated.

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [ ] Negative Declaration
- [ ] State-Wide Negative Declaration
- [x] Other assessment only: Cat. 3, Non-major action.

High Pass Bridge 16-SW-2C

T 16 S
T 15 S
R 5 W
R 4 W

8573

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

B

1. FEDERAL-AID PROJECT NO.: I-205-7(13)300

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: I-543

2A. COUNTY NAME: Clackamas, Multnomah, Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/7/82

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

Clackamas River - Washington State Line (NE Glison - SE Division St. Section)

11. GENERAL DESCRIPTION OF WORK:

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 11/4/82 I approve the revised utility costs as approved by my PR-1240 with authorization date to proceed as of 11/15/76 to a TEC of $810,380.66 Federal Funds $747,494.70. (Increase TEC $303,839.66 Federal Funds $280,261.70)

(It should be noted that work prior to 11/15/76 is not covered under this authorization)

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

14. DATE: 12/13/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoerner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8573

STATE COPY

L.

☆U.S. GOVERNMENT PRINTING OFFICE: 1972 O-512-528

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8-11-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8-11-80	C. T. Christianson, Area Engineer	I-205-7(49)309

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-30-79	12-14-79	107 %	400 C.D.

APPROVED EXTENSIONS	LOCATION
39 C.D.	I-205 in East Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE. GLISAN - SE. DIVISION
EAST PORTLAND FREEWAY
Sound Barriers and Bikeway

RECEIVED
STATE HWY ENGR
AUG 18 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sum | Act | File

8-18 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-13-80	TITLE Field Operations Engineer	DATE 8-13-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8573

E. S. HUNTER

ROW 18-4

March 25, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Aerial Power Line Removal
Portland General Electric Co.
Clackamas River-Washington State
Line Utility Project
(N.E. Glisan St.-S.E. Division St.
Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Reference is made to my letter of October 25, 1977, which submitted an estimate of cost to remove Portland General Electric Company's facilities in conflict with the subject project. Reference is also made to your Letter of Approval and/or Authorization (PR-1240), dated November 7, 1977, which approved the utility agreement with Portland General Electric Company and the estimated cost of $3,188.84 for the relocation work.

The power line removal has been completed and a final bill received from Portland General Electric Company. The final cost of the power line removal is $3,274.08. This is an over-run of 2.67% of the estimated cost. The main cause for the over-run is a difference between the estimated overhead rate of 20% and the actual rate of 25.4683%. A copy of PGE's final bill is attached for your information. Copies of my letter and the PR-1240 are also attached.

The State has reviewed the final bill and is satisfied that the cost is justified and that PGE is due full reimbursement for their removal work. Full payment for the installation work is subject to an audit by our Highway Accounting Section. Your approval for Federal participation in the final removal costs of $3,274.08 is requested. The additional cost will be covered by Order for State Force Work No. 70, Supplement No. 1.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Rich Evans
Gary Kennen

8573

December 19, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

COM 5
#8573

Gentlemen:

Contract No. 8573 awarded to Columbia Excavating, Inc. for work on the Northeast Glisan Street-Southeast Division Street (Sound Barriers & Bikeway) Section of the East Portland Freeway in Multnomah County was completed on May 30, 1979, and accepted by the State Highway Engineer on December 14, 1979.

Final payment in the amount of $6,328.29 will be released to the contractor after December 24, 1979. The total contract amount is $1,029,469.99, including $5,310.58 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Columbia Excavating, Inc.
10002 S.W. Herman Road
Tualatin, OR 97062

Fred S. James & Co. of Oregon
One S.W. Columbia,
Portland, OR 97258

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8573

U. S. DEPARTMENT OF TRANSPORTAT. — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-10-79

FEDERAL AID PROJECT NO. I-205-7(49) 309

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71015

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Init | Inves | P&D | D/S | Stds | Act | File

DATE P&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	8-22-79	Interstate 205	Primary 64

GENERAL LOCATION:

N.E. Glisan Street-S.E. Division Street

GENERAL DESCRIPTION OF WORK:

Install Bike Route Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of August 22, 1979, as requested in Mr. Keasey's letter of September 25, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $4,500 - Federal Funds $4,150.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-10-79	G. K. Hoosen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—781-918

8573 D D L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 5, 1979

Columbia Excavating Incorporated
Post Office Box 278
Tualatin, OR 97062

NOTED
H. S. COULTER

Gentlemen:

Re: Time Extension Request
N.E. Glisan-S.E. Division St.
FAP No. I-205-7(49)309
Contract No. 8573

Your second request for an extension of contract time on the above project has been thoroughly reviewed. Most of the items contained in the request were identical to your earlier request. Three items were different, however, and additional contract time is warranted for two of those items. A time extension of 24 additional calendar days for completion of Phase "B" of the project is hereby granted due to the extra work performed under Price Agreement No. 8 and due to delays caused by the cement shortage.

Should you desire additional information or wish to discuss this matter, please contact Resident Engineer McNamee.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
James McNamee
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
OCT 8'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

FILE: CON 5 #8573

TO: Memo to File

DATE: October 5, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Glisan-S.E. Division St.
FAP No. I-205-7(49)309
Contract No. 8573

The contractor on this project has submitted a second request for time extension on Phase "B" of this project. Phase "A" work was completed within the specified time and Phase "B" (completion of all work) exceeded the specified time by 68 calendar days. An extension of 15 calendar days for Phase "B" was granted earlier in the project and a total of 53 days of liquidated damages remain at this time. The contractor seeks relief from all liquidated damages.

There are twelve reasons stated by the contractor in his request. These are:

a. Weather, summer and fall of 1977.
b. Weather, spring 1978.
c. Extra work, Price Agreement No. 8.
d. Utility relocation delay, power poles.
e. Claim for extra work.
f. Utility relocation delay, water line.
g. Utility relocation delay, gas line.
h. State engineering delay, staking
i. Utility delay, water line.
j. Cement shortage delay.
k. State suffered no damages.
l. Overall weather.

Nine of these items were thoroughly reviewed in the contractor's first time extension request and no additional data has been submitted to alter our original evaluation. (See my Memo to H. S. Coulter, 1-31-79.) The remaining three items; (c), (j) and (k) are evaluated in detail in the attached September 21 letter from Resident Engineer McNamee. I concur with his findings that additional time should be granted as follows:

Item (c):	Extra work	14 calendar days
Item (j):	Cement shortage	10 calendar days
Item (k):	State not damaged	0 calendar days
	Total:	24 calendar days

Therefore a time extension on Phase "B" of 24 calendar days should be granted leaving 29 days of liquidated damages in effect on this project. FHWA concurrence in this extension of time is not required.

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt
James McNamee
FHWA

Keppy / Jackmond / Hopkins / Williams / Johnson / Glenn

RECEIVED
OCT 2 1979
CONSTRUCTION BRANCH

Richards / Berg / Widmer / Gebauer / Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 1, 1979

FILE:

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: NE GLISAN-SE DIVISION ST.
East Portland Freeway
Contract No. 8573

TO: BRYANT JACKMOND
Contract Administration Engineer

3rd Notice = None

Time used "B" 468
1st Ext. "B" 415
L.D. = 53

Awarded 8-1-77
1st Notice 9-27-77
"A" 2ND " 3-30-78
"B" 2ND " 5-30-79
"A" Spec. Time 3-31-78
"B" " " 400 calendar Days

The contractor has submitted a second request for time extension, which is attached. Most of the reasons he uses in this second request have been included and considered in his first request, as described by McNamee in his letter; however, there are three items that weren't previously considered and Jim has analyzed each of these.

The three items that weren't covered by the contractor's first request are:

1. A request for 40 days due to extension of a berm, (3rd paragraph, Page 2, of contractor's letter). Jim has analyzed the construction of this berm and its effect on the project and recommends 14 days be allowed.

2. The contractor has claimed lost time due to the cement shortage in the fall and winter of 1978, but doesn't ask for any specific number of days (Paragraph 4, Page 3, Contractor's letter). Jim has gone through a complicated analysis and recommends 10 days be returned due to this problem.

3. The contractor makes a claim for an indefinite amount of time, Paragraph 5, Page 3, due to his statement that this work held up no other work and that we suffered no damage. Jim's reply is that one of the reasons for the engineering overrun was the overrun of time and he recommends no time be allowed.

I can't find any fault with Jim's analysis of these three items and concur in his recommendation to grant a total of 24 days for the two reasons listed in this request.

In both of the contractor's time extension requests, the contractor has been very vague and general as to the specific reasons for specific amounts of time requested. Jim has taken the individual items and analyzed each one, and I believe has been more than fair with the contractor in the two time extension requests. I think the contractor should share some of the burden or responsibility for the overrun, and one of the reasons for the overrun was that he didn't get in and start work on the job for practically the entire summer and fall of 1977. The weather may have slowed down some of his operations, but there were many activities he could have pursued. Another reason for the overrun, and one of the reasons for our engineering overrun, was the two or three false starts the contractor made. Jim staked the job at least twice before the contractor actually moved in, and each time after consulting with the contractor about his startup time and work schedule.

MC/gw
Attachment

cc: Jim McNamee

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE : September 21, 1979

TO : Marion Craft
Region Construction Engineer

FROM : James McNamee
Resident Engineer

SUBJECT: Time Extension Request
N.E. Glisan - S.E. Division
East Portland Freeway
Contract 8573

OE RE RME RCE BE
TE RECEIVED RSM
UE SEP 24 1979 RSC
SO REGION I RBI
TO

Enclosed is contractor's request for increase in number of calendar days to complete construction contract. This is the second request from the contractor on this project. The contractor was granted a 15 day extension on the first request and now is requesting an additional 53 calendar day extension which would eliminate all liquidated damages on this project.

Most of the items the contractor claims to have delayed him were used in the first request and our recommendations have not changed since last year.

We will number the paragraphs on each page and indicate our recommendation. The pertinent dates are:

Award of contract. ---	August 1, 1977
Calendar Day count started.	August 15, 1977
Specified 400 Calendar Day count expired.	Sept. 18, 1978
Suspension of Work (Due to adverse weather)	Dec. 5, 1978 to May 14, 1979
15 Calendar Day Extension granted.	February 6, 1979
Project Completed.(468 Calendar-- Days)	May 30, 1979

CONTRACTOR'S LETTERS

	page	paragraph	Contractor's Request	Recommend		Remarks
a	1	3	60	*	See	Item 5, First request.
b	2	2	30	"	"	Items 2 & 3, First request
(c)	2	3	40	14		See Attachment.
d	2	4	?	*	"	Item 11, First request
e	2	5	4	*	"	Item 10, " "
f	2	6	3	*	"	Item 12, " "
g	3	1	7	*	"	Item 15, " "
h	3	2	3	*	"	Item 13, " "
i	3	3	4	*	"	Item 14, " "
(j)	3	4	?	10		See Attachment.
(k)	3	5	?	0		" "
1	3	6	?	*	"	Item 5, First request.

As can be seen from the above, nine out of the twelve items were previously considered and 15 Calendar Days was granted for the first request. We will now attempt to consider the remaining three items namely (c), (j), & (k).

(c) This was actually Item 9 on the first request but we never considered it because the work was not yet started when we received the first request. P.A. #8 was written to document the added work of constructing sound berm, fence, etc., at the contract bid prices.

The work was performed as follows:

Type of Work	By Whom	Days	Dates
Construct Berm.	Columbia Excavating	1	Oct. 3, 1978
Cross-section	O.S.H.D.	1	
Topsoil Berm	Columbia Excavating	1	Oct. 12, 1978
Dig Holes for Fence	Husky Fence	1	Oct. 27, 1978
Pour Post Footings	" "	1	Nov. 13, 1978
Place Fence Fabric	" "	1	Nov.22, 1978
Form Bike Trail	Goldie Gentle	2	Nov. 9, 1978 & May 15, 1979
Fine Grade Bike Trail	Columbia Excavating	2	May 16, 1979
Pour Bike Trail	Goldie Gentle	1	May 18, 1979
Remove Forms	" "	1	
Cleanup & Finish Topsoil	Columbia Excavating	1	May 21, 1979
Seed & Mulch Slopes	Anderson's Erosion Control	1	May 25, 1979
	Total	14 Days	

If you got everyone on the job to do their work right after the other one completed his work, the added berm would have required 14 different days work. The actual time that elapsed between beginning work on the berm and completing it was 235 Calendar Days. A suspension of work was in effect between December 5, 1978 and May 14, 1979 or 161 Calendar Days.

I think 14 Calendar Days is a reasonable extension for the added berm.

(j) According to our records Goldie Gentle didn't have any trouble obtaining concrete in September 1978. They poured 442 C.Y. of concrete into bike path in 4 days during the last week in September, for an average of 110 C.Y. per day.

The concrete shortage began in October and ran through November 1978. This shortage was probably the reason that the project didn't get completed in

the late fall of 1978, weather conditions were favorable during this period. Goldie Gentle does a lot of curb, sidewalk, bike path, etc., work for several contractors and is really in big demand when jobs are finishing up to this type of work. The jobs cannot be completed until concrete work is done because topsoil, fencing, seeding & mulching, and general cleanup is required after the concrete has been poured.

Looking back at our records we find that the contractor poured 256 C.Y. of concrete in 11 days during October and November 1978 on this project, an average of 21 C.Y. per day.

When the suspension of work was rescinded this spring Goldie Gentle completed the remaining 391 C.Y. of concrete in five days, an average of 78 C.Y. per day. These five days were consecutive May 14, thru May 18, 1979.

This one is tough to decide what is reasonable for time delay because if the contractor would have completed the project on time he would not have had a concrete problem. But since we have granted him 15 Calendar Days for his first request and this office recommends another 14 Calendar Days for constructing additional sound berm, we now find that the project completion date has moved from September 18th to October 17, 1978 and the concrete shortage now affects the project.

If we say 78 C.Y. per day is a reasonable figure and we had 256+391=647 C.Y. of concrete yet to pour on the first of October 1978 it should have taken the contractor about 8 working days or 1½ weeks to complete the concrete work. However our records indicate that the 256 C.Y. required 11 working days and the 391 C.Y. required 5 working days for a total of 16 working days (three weeks) which indicated that 8 working days (1½ weeks) or 10 Calendar Days would be a reasonable adjustment in contract time.

(k) The contractor states that there was no damages to the State because no other work was held up. Our engineering cost overran the authorization by 45% or $38,000.00. This overrun is not all related to the late completion but in my opinion about ½ of the engineering overrun was caused by the late completion of the contract, or $19,000.00 .

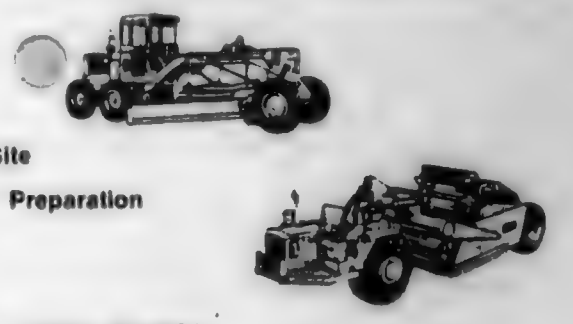
The total amount the contractor has been assessed in Liquidated Damages is $10,600.00, they still owe us $7,400.00 .

Recommend no time for item (k).

Columbia Excavating Incorporated

Roads & Streets

Site Preparation



P.O. Box 278 • 10002 S.W. Herman Road, Tualatin, Oregon 97062 • 1-(503) 638-7594

September 7, 1979

Oregon State Highway Division
3700 S.E. 92nd Avenue
Portland, Oregon 97266

Reference: I-205 Division-Glisan Bikeways & Sound Barriers
Contract #8573

Dear Sirs:

On September 12, 1978, correspondence was sent to you regarding additional compensation for work performed and a request for a 90 day extension of time in which to complete the job. On February 12, 1979, we received a letter from you stating that a 15 day time extension had been granted. This of course is a drastic reduction in the amount of days we had requested.

On June 4, 1979, the referenced project was completed including all punch list items. Net days past contract calendar days allowed was 68. Allowing the 15 days extension granted on February 6, 1979, we still have 53 days charged against us for liquidated damages. We feel this is unfair and hereby ask for an extension of time equal to the 53 days charged against us.

As we mentioned in our letter of September 12, 1978, abnormal weather conditions have plagued us since the beginning of this project. On August 23, 1977, unseasonably early heavy rains saturated the soil making any earth work impossible. The nature of this project required that the soils have optimum moisture content before any excavation and embankment could take place. Heavy rains continued through the next two months. It did not rain every day but on the days it was not raining, it was cloudy and cool which did not allow any drying to take place. The sound berms had to be built before the rest of the project could proceed. No masonary wall footings could be poured until the weather would allow the soils to dry enough to allow for proper placement and compaction. Without the footings, the rest of the project could not continue. On October 27, 1979, the clearing was completed and on October 28, we attempted to

start stripping only to encounter heavy rains on October 29 which essentially halted earthwork until March 27, 1978. We then proceeded at a very limited rate in an attempt to get construction of the block walls started. A very conservative estimate allows that 60 days were lost due to the unseasonably early heavy rains in the late summer and early fall of 1977.

b. In April 1978, the weather permitted our subcontractor to start pouring the wall footings. During the second week of May, our masonary subcontractor, L.C. Pardue, attempted to start laying blocks on the block walls. Oregon State Highway Division told Pardue that no blocks with visible moisture on them could be layed. It was pointed out to Oregon State Highway Division at this time that in fact blocks are purposely wetted at times prior to their being layed to prevent the blocks from pulling the moisture out of the mortar. It was impractical at this point to try laying any blocks. Oregon State Highway Division, at this time, began research on the possible effects of the moisture on the blocks. After several weeks of research, Pardue was allowed to continue placing blocks even where there was apparent moisutre. Therefore, we expect extension of time equal to the 30 days lost at this time.

c. We were requested to extend the berm at Grant Street to Market. This additional work was added after berm construction in that area was completed. By doing such, we had to re-assemble crews and equipment, plus additional time was required to build said berm, sidewalk, and place topsoil. (Time loss - 40 days. Held up due to weather.)

d. During the preconstruction conference, we were told that power poles and lines were to be moved prior to our construction. Even while doing grading late spring, poles and wires were in our way, resulting in having to leave areas out and adding time to the project.

e. Additional time was required to move excavated material from other contractors work, i.e. Jack Lewis and said work was never paid for by Oregon State Highway Division. We feel this item to be very unusual, as our engineer would not authorize us to move the material, and Lewis did not want to pay for its removal, thus, resulting in our forces moving it in order to proceed with the project. (Time loss - 4 days.)

f. Hazelwood water had a line that was not moved in a timely fashion on wall 4, thus, resulting in a loss of time. (Time loss - 3 days.)

g. Gas lines on Grant Street were not placed according to the prejob commitments, resulting in time and money losses. (Time loss - 7 days.)

h. Stakes on the berm on South Market were mislocated by the state, resulting in time and money losses. (Time loss - 3 days.)

i. Work on Lincoln and Grant had to be done separately, due to water line installation, causing additional time and money to be spent. (Time loss - 4 days.)

j. During the construction season, concrete shortages were constantly occurring on all projects. Please see attached letter dated November 30, 1978 from Goldie Gentle, our concrete subcontractor. In addition to this letter, it makes it impossible for a general contractor, Columbia Excavating, Inc., to schedule work when the state takes control of our subcontractor, having him perform work on other phases of their total job without our consent. Example: Golding Gentle was doing concrete work on numerous other I-205 projects. If (and it is the case on the I-205 project) a contractor was over his time limit, but concrete had to be used to perform a task that would hold up other contractors or the state's schedule, that is where the material went. Thus, our project being low in priority, we were left to suffer.

k. As the project is now complete, it was proved that we were under our total time extension that we originally requested. This plus the fact that no other work was held up due to our work, indicates that there were no damages to the state. Especially since other projects were completed at our loss by not being completed within the contract time.

l. We fully believe that weather played a very important role in our time loss. 1977 and 1978 were not usual years for rainfall. Since our work had to be performed under dry conditions, any deviation from normal weather patterns thoroughly halted our work with no control. To state that rainfall was normal would be incorrect, as weather data supports our claim.

We hereby request the total number of days of time extension to equal that assessed as liquidated damages and monies for such released along with the release of the retainage.

If you have any questions concerning this matter, please contact this office.

Very truly yours,

COLUMBIA EXCAVATING, INC.

Donnie L. Martin

DLM/mlm

enclosures

Goldie Gentle
CONSTRUCTION, INC.
5241 N. E. 89th Ave.
PORTLAND, OREGON 97220
255-0718

November 30, 1978

COLUMBIA EXCAVATING INCORPORATED
P. O. Box 278
Tualatin, Oregon 97062

Re: Contract #8573 (East Portland Freeway) Concrete Shortage

Dear Sir,

I am going to describe to you why the concrete shortage has affected us and has caused a very large loss of time. This shortage affected us sometime in the middle of September and has carried through to the present time.

The shortage affected us in such a way that we were limited to a maximum of three Readymix trucks per day for all of our projects. With the amount of work that we have, we were in need of at least five or six trucks per day and sometimes more than that. It limited us to working (pouring) on one or two projects at any given time. If we were pouring sidewalks or other projects that required the three trucks, it limited us to working on only one project at a time. Also there were two days, November 3, 1978 and November 10, 1978 when the concrete plants in the Portland Area were shut down completely.

We could go even further & prove, if needed, that we previously had & still have so much work in progress that it makes it impossible to complete on schedule or make the necessary progress needed on our projects, with the amount of concrete available to us, due to the cement shortage.

Very Truly Yours,

GOLDIE GENTLE CONSTRUCTION INC.

by William A. Gentle
William A. Gentle
Vice President

RECEIVED
DEC 7 1978
COLUMBIA EXCAVATING INC.

8573

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

August 17, 1979

Mr. Paul Norseth, P. E.
Chief Engineer
Bureau of Water Works
City of Portland
1800 SW 6th Avenue
Portland, OR 97201

Cost Overrun
Water Facilities Relocation
Clackamas River-Washington State Line
Utility Project
(NE Glison St.-SE Division St. Section)
East Portland Freeway
Utility Project No. I-205-7(13)300
Your File: Work Order A73 23652-A

Dear Mr. Norseth:

The approved estimate of cost for the relocation of your water facilities on the subject project as submitted by your letter of August 8, 1977, was $171,377. Your relocation work has been completed and the final cost is $181,929. This results in an overrun of $10,552 or 6.16% of the approved estimated cost.

Mr. Gary Kennen, Metropolitan Utility Engineer, has supplied an explanation for the cost overrun. The explanation has been reviewed and accepted. The cost overrun has been approved by the State and the FHWA. By a copy of this letter our Finance Section is being requested to process your Fourth and Fifth (final) billings for payment.

Your cooperation in accomplishing the relocation of your water facilities to accomodate our construction of the East Portland Freeway is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:mm

bc: E. S. Hunter ✓
R. N. Bothman w/att.
E. L. Hardt w/att.
D. E. Swan w/att.
Rich Evans w/att.
Gary Kennen w/att.
C. T. Keasey w/SFO No. 4, Supplement No. 2

RECEIVED
TECHNICAL SERVICES
AUG 17 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3123 (Rev. 7-77)

8573 2

Form 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. Glisan St. - S. E. Division St. (sound barriers & bikeway)		WEEK ENDING: July 28, 1979
		SECTION PREFIX: 626-1034
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: N. E. Glisan St. - S. E. Division St.	KIND OF WORK: Grading, Paving, and Walls	
CONTRACTOR: Columbia Excavating, Inc.	CONTRACT NUMBER: 8573	FEDERAL AID PROJECT NUMBER: I-205-7(49)309
DATE OF CONTRACT: AUGUST 1, 1977	DATE WORK STARTED: September 27, 1977	ESTIMATED COMPLETION DATE: 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS (b) 400	CALENDAR DAYS USED (b) 468
	SPECIFIED COMPLETION DATE: (a) March 31, 1978	PERCENT OF TIME ELAPSED: (a) (b) 113
PROJECT AUTHORIZATION: $ 1,197,182.76	ENGINEERING AUTHORIZATION $ 85,133.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,112,049.76	ENGINEERING COST TO DATE $ 122,425.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,112,049.76	PERCENT OF AUTHORIZATION 144 %	DATE PROJECT WAS COMPLETED: May 30, 1979
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	bikeway	walls	water line
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	concrete	walls	PAVING
MILES IN PROJECT	1.51	1.51	1.51	1.51	1.51
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	125,710	6,570	9,670	67,285	1,700
TOTAL QUANTITIES CORRECTED TO DATE	125,710	6,570	9,670	67,285	1,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	115,817	7,561	8,559	63,728	1,956
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	CALENDAR DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 30 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Olsen, Richards, Berg, Inloes, Widmer, Gebauer, Church

DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted semi-final estimate at Region office July 30, 1979.

SIGNED _____ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-5216

8573

1-295

REFERRED TO Gilbert
Board Goodsell
Cole Semple
Pilson Weaver
Nagel Dorn Lee
Young Olson File Copy Doc
FINAL DESIGN ENGINEER

Project Engineer's Narrative Report

DATE: July 26, 1979

SUBJECT: N.E. Glisan St.-S.E. Division St.
East Portland Freeway
Multnomah County
Contract 8573

FROM: James McManus
Resident Engineer

This project was to construct sound barriers and bike path along the right-of-way lines between N.E. Glisan and S.E. Division St. Also to couple severed streets South of S.E. Washington Street and relocate a 57-inch City of Portland water main on the East Portland Freeway.

The contract was awarded to Columbia Excavating Inc. on August 1, 1977 and work began September 27, 1977, and the project was completed on May 30, 1979.

First the contractor did the clearing, he used a chipper to dispose of the limbs and let John Q. Public cut up the trees and haul them off for fire wood.

Secondly the contractor tried to grade some berms late in October and November 1977 but the winter rains soon put a stop to this work. The contractor then worked on the project storm sewer until he was allowed to commence work on the 57-inch City of Portland water line relocation. The water line relocation on S.E. Division Street had to be completed and into service before the City could take the existing main on S.E. Mill Street out of service. The water line relocation and the storm sewer construction work went very well considering the time of the year the work was performed, December through April 1978.

The contractor began work on the concrete block sound walls in May 1978 and completed laying the block in September 1978. The block laying was done by L.C. Pardue and they worked 922 mandays laying 63,727 square feet of block for an average of 69 square ~~feet of block~~ per man day.

Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 06 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

The contractor didn't get the job done completely before the winter rains so a suspension of work was ordered between November 8, 1978 and May 14, 1979.

When the contractor returned to work after the suspension of work was rescinded, he and his sub-contractors diligently pursued the work until completion on May 30, 1979

The project overran the specified number of calendar days by sixty-eight days. Contractor was given a fifteen calendar day extension therefore he has fifty-three calendar days at $200.00 = $ 10,600.00 assessed in liquidated damages. Also the contractor is expected to submit another Time Extension Request in the near future.

As far as claims are concerned, the contractor has informed the State of several items that he wants additional payment for but he has also said that it will depend on the results of his Time Extension Request on what claims he might pursue.

James McNamee
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: N.E. Glisan St.- S.E. Division St.
Highway: East Portland Freeway
County: Multnomah

Contract # 8573
Prefix # 626-1034
FA.# I-205-7(49)309

Item #	Item	Unit	Original	Semi-final	%(+ or -)
	Bid Items	$	1,057,362.45	1,015,973.85	- 4
	Anticipated Items	$	6,800.00	461.60	- 93
	Contingencies	$	47,887.31	11,986.25	- 75
	Engineering	$	85,133.00	122,425.00	+ 44
	Liquidated Damages	$		-10.600.00	
	TOTAL	$	1,197,182.76	1,140,246.70	- 5

"All substantial changes were evaluated and none were found to meaningfully affect the total project cost."

8573

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1979

The Bank of California
P.O. Box 3121
Portland, OR 97208

Attention: Mary J. Kastel
Assistant Vice President

Re: Columbia Excavating Inc.

We have received Safe Custody Receipts No. C 3-66276 and C 3-66277 for $15,486.56 Cert. 47443 and $15,000.00 Cert. 47442 respectively. Cert. No. 47443 replaces No. 47377 which matured 1/25/79. The total on deposit pledged to Contract 8573 is as follows:

Cert.	Mat. date	Amount
47388	3-5-79	$21,421.75
47442	3-26-79	15,000.00
47443	3-26-79	15,486.56
TOTAL		$51,908.31

V.E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Columbia Excavating, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8573

February 6, 1979

Columbia Excavating Incorporated
Post Office Box 278
Tualatin, Oregon 97062

Gentlemen:

Time Extension
N.E. Glisan-S.E. Division
Multnomah County
I-205-7(49)309
Contract No. 8573

Your request for an increase in calendar days on the subject project has been given careful review. A 15 calendar day extension is hereby granted. Items which were considered in granting the additional time were delays caused by the power company and water district and work performed under Extra Work Orders 2 and 3.

Additional time related to berm construction work under Price Agreement 8 was not considered at this time. No consideration was given for delays due to weather.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr dc

bc FHWA
C. T. Keasey
Robert Church
E. L. Hardt
James McNamee
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 31, 1979

FILE: CON 5 #8573

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Glisan-S.E. Division
Multnomah County
Contract No. 8573

TO: H. S. Coulter
State Highway Engineer

Columbia Excavating Incorporated, the contractor on the subject project, has submitted a request for time extension and asks for a minimum of 90 additional calendar days in which to complete the contract. The contractor's request is extensive, claiming delays related to weather, plan changes, material submittals and approvals, utility work, extra work, staking error and stop work orders. The extension request is only for phase (b), total project. Pertinent dates are:

Award	8- 1-77
Day count started	8-15-77
Work began	9-27-77
Time expired - phase (b)	9-18-78 (400 CD)

The project work centers on construction of berms, sound walls, bike path and installation of a 57-inch water main. The water main was under an earlier phase completion. The majority of the items submitted by the contractor are not considered to have delayed the project. Three items which did delay the project are, 1) utility delay in moving power poles - three days, 2) repair of water lines which had not been previously located - five days, 3) additional work performed - three days. The added work includes Extra Work Order 2, construction of a special step manhole and Extra Work Order 3, shaping and compacting stockpiled material.

Weather is the basis for over half the contractor's request. The delays as submitted were not apparent and appeared more related to the contractor's scheduling than weather. No time is recommended for claimed weather delays.

It is recommended an interim time extension of 15 calendar days be granted. The three days for power pole delays, five days for water line repairs and three days for Extra Work Orders 2 and 3 total eleven workdays. This time when expanded (11 x 1.4) equals the 15 calendar days recommended.

Attached is a detailed analysis of each item as presented by the contractor.

FHWA approval is not required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: E. L. Hardt
James McNamee

RECEIVED STATE HWY ENGR
FEB - 5 '79
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

Time Extension
N.E. Glisan-S.E. Division
Contract No. 8573

The following is an item by item analysis of the contractor's request for time extension dated 9/12/78.

1) The contractor states the rainfall in August and September of 1977 was substantially above normal (average) and delayed commencing of work a minimum of 60 days. Rainfall during this period was above average but probably was "reasonably predictable" and to what extent it delayed the contractor is questionable. He did not move onto the project until September 27. Unless the contractor can supply additional information substantiating actual delays, no time is recommended.

2) Light rock masonry blocks were specified for walls in the contract. After the only local source of these blocks went out of business, this type was not locally available. They were available from sources in Bend and California. At the contractor's request, the State agreed to the use of a heavier block, which also was more expensive. The contractor claims delays due to the submission and approval of the alternate block. Approval time was not excessive and approval was granted before any berms or wall footings were constructed. There is no basis for time here and no additional time is recommended. There may be a claim for additional compensation for additional cost of the blocks and installation costs.

3) A minimum of 30 days has been requested by the contractor for delays in the spring of '78 resulting from wet conditions during block laying and a total shut down of his block laying operation while the State researched the effects of moisture on the blocks. Block laying could not be performed when it was raining because the mortar would be washed off. The weather during this period was not abnormal. The contractor was not prevented from working while tests were being performed. Recommend this request be denied.

4) Plans and specifications did not indicate that control joints in the block wall were to be calked. The contractor claims their work was delayed while waiting a decision. The first day the wall subcontractor went to work, he was told the control joints were to be raked and calked. There was no delay in making a decision and no time is recommended. A price agreement has since been written to compensate the contractor for the calking. The raking and calking did not delay job progress.

5) Weather conditions beginning as early as May 1978 and continuing into September 1978 are said to have substantially delayed the contractor. No specific length of time or days delayed are given in the request. The contractor only states that the weather was totally unpredictable. Rainfall during this period was above average, but was still within the realm of "reasonably predictable weather." It is recommended that delays for weather be denied.

6) Placement of a water line by the City of Portland is claimed to have delayed the project. No specific time is given. The water line caused the contractor to skip over a portion of a wall under construction. This section had to be completed at a later date. There were several work areas available to the contractor and there was no apparent delay in the progress of the work evidenced by records or data submitted. Recommend no time for this item.

7) Contract plans show construction of a berm to accommodate a future pedestrian crossing. The contractor claims that after a substantial portion of the work had been performed, he was directed to alter and change the construction. The contractor was constructing embankment outside the proposed work area, working without stakes. The contractor was stopped from placing additional material. As the material could be used at a later date, he was not required to remove any. Recommend denial of this claim.

8) On April 5, 1978, the contractor was directed to remove two trees. This was after all clearing had been completed. The trees were pushed over with a dozer by the contractor, cut up and hauled off by the public, and the stumps were removed by another contractor on a separate contract. The contractor may be entitled to some minor compensation for dozer time, but no delay to the project was incurred. Recommend no time.

9) A berm between Clay and Market Streets was shown on the contract plans as future work. In the contractor's request, he claims he was directed to construct this berm and the work being out of sequence, changed the character of the work. The additional berm work was the result of a verbal agreement between the resident and the contractor which has since been documented by Price Agreement 8. The berm work is interrelated with other contract work still going on. The impact on time cannot yet be determined. Consideration of this item will be at a later date along with an anticipated second extension request.

10) This item requests time and compensation to remove material placed on the project by a contractor on an adjacent project. The contractor wanted into the area before the adjacent contractor had completed his work. The contractor did not wait for the work to be done and went ahead and moved the material on his own. The project was not delayed due to this material and because the contractor acted on his own, no compensation is warranted.

11) Power poles needed to be moved, as they interfered with new construction. The contractor was under the impression all poles were to be moved by the end of 1977. He claims they were delayed, as some lines remained in their way after this time. It was necessary for the street lights to remain until the streets were closed, then they could be moved. The contractor did incur three workdays delay in the vicinity of Ash Street due to late removal of poles. This time should be returned to him.

12) A water line was encountered in the vicinity of wall No. 4 by the contractor. He states additional costs and delays resulted since their sequence of work was interrupted. The water district was unaware of this line until it was broken. Three days were required to make needed repairs. The contractor was unable to work in this area a total of five workdays. It is recommended this time be returned to him.

13) This item claims that additional work was required to extend a berm. The berm had been staked correctly, but when the contractor began work, the end stakes were missing. The inspector anticipated where these stakes belonged. Later, when checked by the survey crew, the berm was 20 to 30 feet short. The additional work did not have any impact on the project time. Recommend request for additional time be denied.

14) The special provisions state that access to property outside the right-of-way on S.E. Grant shall be provided at all times. The contractor wanted to construct the connection between Lincoln and Grant and the portion of Grant in one operation. He was required to do it in two operations so he claims the character of the work was changed causing additional delays and cost. In order to conform to the specification, a two phase operation was required. No delay was incurred. The contractor claims he was also required to stop work in this area to allow for the installation of a water line. No water line will be installed on Grant that will interfere with the contractor. Recommend request be denied.

15) A gas line had to go in on Grant Street and the contractor was instructed not to pave the top lift until this work was completed. Top lift paving remained to be done on several streets. Paving is not considered the critical item of work which would cause any delay to the project. No additional days are recommended.

16) In addition to the bond beams shown on the wall details, the contractor states he was directed to install a bond beam in the second layer from the bottom and considers this an extra to the plans. The plans showed bond beams in the second layer from the top and on four foot centers. The drawing showed a bond beam falling in the third or fourth layer from the bottom. The contractor was required to install this bond beam, not the second. By either method, the total bond beams required would be approximately the same. Recommend no additional time.

Additional items which should be considered for time are Extra Work Orders 2 and 3. Extra Work Order 2 involved construction of a special step manhole which was necessary due to the size of the sewer pipe. Material stockpiled by the Hazelwood Water District was compacted and shaped under Extra Work Order 3. Three workdays should be allowed for these extra work items.

It is recommended an interim time extension grant three days under item 11, power pole delays, five days under item 12, delays due to water line, and three days for Extra Work Orders 2 and 3. This totalling 11 workdays when expanded equals 15 calendar days.

The contractor is submitting another request for time extension. Consideration will be given to item 9, added berm work with this request.

OBJ:DA:fr

cc: E. L. Hardt
James McNamee

2-220 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 12, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 490 days, within which to complete our Contract No. 8573, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter from Columbia Excavating, Inc., to Oregon State Highway Division dated September 12, 1978, attached hereto.

Respectfully submitted,

COLUMBIA EXCAVATING, INC.
Contractor

By [signature]

CONSENT OF SURETY

Date SEPTEMBER 12, 1978.

We, SAFECO INSURANCE COMPANY OF AMERICA

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
M. C. Peters Attorney-in-fact

(SEAL)

NO LONGER REQUIRED
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8573 Contractor Columbia Excavating Inc.

Highway East Portland Freeway

Section NE Glisan-SE Division

Kind of Work Soundbarrier and Bikeway

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

15 calendar day extension is hereby granted due to extra work.

Recommended for Approval:

Regional Engineer

O. B. Jakimas
for Construction Engineer ~~or Bridge Engineer~~

H S Coulter

State Highway Engineer

Contract No.	8573
Project designation	I-205-7(49)309 State-Federal
Date awarded	August 1, 1977
Work started	September 27, 1977
Per cent completed	107 - 10-13-78
No. of Workdays Allowed	a - Date March 31, 1978 400 CD
No. of Workdays Used	426 - 10-13-78
No. of Added Workdays Requested	90

SP*67865-734

8573

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1979

The Bank of California
P.O. Box 3121
Portland, OR 97208

Attention: Mary J. Kastel
Assistant Vice President

Re: Columbia Excavating Company

We have received Safekeeping Receipt No. C 3-66117 for $21,421.75 Cert. No. 74388. This replaces Cert. No. 20195 which matured. The total pledged to Contract 8573 is now:

Cert. No.	66057	$15,422.30
Cert. No.	66117	21,421.75
		$36,844.05

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Columbia Excavating, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

Form 734-3122 (Rev. 7-77)

8573

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 18, 1979

The Bank of California
P.O. Box 3121
Portland, OR 97208

ATTN: Mary J. Kastel
Asst. Vice President

Re: Columbia Excavating Inc.

We have received safekeeping receipt No. C 3-60057 for $15,422.30 Cert. No. 47377. This replaces Cert. No. 65136 which matured 12-26-78. The total on deposit pledged to contract 8573 is now $35,422.30.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Columbia Excavating, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev 7-77)

8573

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

July 18, 1978

The Bank of California
P.O. Box 3121
Portland, OR 97208

Attention: Mary J. Kastel
Assistant Vice President

Re: Columbia Excavating, Inc.
Contract 8573

We have received safe custody receipt 65136 for time certificate of deposit 42980 for $15,000.00 maturing December 26, 1978.

This increases the total on deposit for this project to $35,000.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Columbia Excavating, Inc.

BC: C. W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

8573

ORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE March 7, 1978

TO L. C. Grothaus

FROM Robert E. Lyons

SUBJECT Pedestrian O-xing at 96th and Main.

At your request, I have made estimates of the right of way costs for two tracts of land which are involved in a redesign of the pedestrian over-crossing at Main and 96th on the I 205 freeway.

The estimate of market value for the tract containing 5600 sq. ft. (east of present site) is $12,000.

The estimate of market value for the tract containing 7500 sq. ft. is $20,000.

Both parcels are vacant and unimproved with no relocation required.

REL:lb

8573

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 15, 1977

The Bank of California
P.O. Box 3121
Portland, OR 97208

Attention: Mary J. Kastel
Assistant Vice President

Re: Columbia Excavating, Inc.
Contract 8573

We have received your letter of November 3rd indicating Time Certificate of Deposit 20195 for $20,000 maturing 11-3-78 is being held in lieu of retainage of this project.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: Columbia Excavating, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, JR. (Att.)

NOTED
C. W. HEAD

11-7-77

8573

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-[illegible]-7(13)300

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	10-7-77	Interstate 205 / Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility Adjustment Portland General Electric (NE Glisan-SE Division St)
TEC NTE $3,188.84 - F.F. $2,941

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-25-77 letter, this will confirm the authorization of Mr. C.T. Christianson to proceed with the adjustment of PGE's aerial power line effective 10-7-77. Reimbursement will be on an actual cost basis.

I approve the agreement with PGE consisting of your 6-20-77 notice of conflict, PGE's letter of 10-14-77 and theplans and estimate furnished by Mr. Swan's 10-25-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

857.3

ROW 18-4

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 25, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Aerial Power Line Removal
Portland General Electric Co.
Clackamas River-Washington State
Line Utility Project
(N.E. Glisan St.-S.E. Division
St. Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to remove Portland General Electric Company's facilities, dated October 12, 1977, and a sketch showing their proposed points of termination.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company, dated June 20, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves seven crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

RECEIVED
TECHNICAL SERVICES
OCT 25 '77
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Act | File

NOTED
J. H. [illegible]

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of October 7, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,188.84.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure
cc: E. S. Hunter
Robert Church
Jack M. Cartwright
Gary Kennen

#8573

ROW 18-4

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

NOTED
E. S. HUNTER

Water Main Relocation
Bureau of Water Works
City of Portland
Clackamas River-Washington State
Line Utility Project
(N.E. Glisan St.-S.E. Division St.
Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated August 12, 1977. The estimate of cost covers deactivating, dewatering and reactivating the Bureau's Conduits #2 and #4. The actual relocation will be accomplished by the State's contractors.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

Copies of the relocation letters to the Bureau dated June 17, 1977 (N.E. Glisan St.-S.E. Division St.) and July 7, 1977 (S.E. Division St. U'xing) were previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

RECEIVED
TECHNICAL SERVICES
SEP 6 '77
REFER TO
FOR
Info | Implmt | R/W | D/R | Sign | Ret | File

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,695.00.

Yours truly,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure

cc: E. S. Hunter
Robert Church
Jack M. Cartwright
Gary Kennen

#8573 E-24-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ack | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-11-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustment (Hazelwood Water District - N.E. Glisan-S.E. Division) TEC NTE $2,535 - FF $2,338.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-11-77 letter, you are authorized to proceed with the actual adjustment of the Hazelwood Water District's water facilities relocation. Reimbursement on an actual cost basis is approved.

I approve the agreement with Hazelwood Water District consisting of your Utility Engineer's notice of conflict dated 6-17-77, The Utility's letter of 7-29-77 and the plans and estimate furnished by Mr. Swan's 8-11-77 letter. Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-24-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

8573

STATE COPY 8

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 9-8	FEDERAL-AID PROJECT AGREEMENT 8-18-77	County Multnomah
		Project No. I-205-7(49)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, S.E. Division to N.E. Glisan (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,196,058	$ 1,103,243

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E. Thurston

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. I-205-7(49)309

N.E. Glisan St.-S.E. Division St. Section
East Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code Y007
Sound Barriers (Sta. 323+37.81 to Sta. 403+28.03)

Mobilization	All Required		$	46,500.00
Temporary Protection and Direction of Traffic	All Required			14,000.00
Temporary Signs	230 Sq.Ft.	4.50		1,035.00
Temporary Barricades	17 Only	100.00		1,700.00
Flagmen	800 Hour	15.00		12,000.00
Clearing and Grubbing	All Required			22,000.00
Removal of Structures and Obstructions	All Required			9,500.00
General Excavation	106,500 Cu.Yd.	1.20		127,800.00
Extra for Selected Topsoil Material	9,375 Cu.Yd.	0.90		8,437.50
Trench Excavation	4,865 Cu.Yd.	4.00		19,460.00
Watering	1,160 M-Gal.	4.50		5,220.00
Plant Mix Aggregate Base	6,570 Ton	6.60		43,362.00
Class "B" Or Class "C" Asphalt Concrete	1,700 Ton	16.50		28,050.00
12-inch Sewer Pipe	2,726 Lin.Ft.	9.00		24,534.00
30-inch Sewer Pipe	84 Lin.Ft.	35.95		3,019.80
Concrete Manholes	6 Only	915.00		5,490.00
Concrete Slope Protectors	3 Only	400.00		1,200.00
Concrete Inlets, Type P Modified	24 Only	265.00		6,360.00
Concrete Inlets, Type G-2MA	3 Only	350.00		1,050.00
Gravel Sumps	1 Only	60.00		60.00
6-inch Drain Pipe	1,144 Lin.Ft.	4.00		4,576.00
CL-6 Chain Link Fence	5,800 Lin.Ft.	4.05		23,490.00
Concrete Walks	1,425 Sq.Yd.	8.50		12,112.50
Concrete Bikeway	7,210 Sq.Yd.	8.30		59,843.00
Concrete Curbs	5,050 Lin.Ft.	2.95		14,897.50
Extra for Asphalt Walks	1,035 Sq.Yd.	1.50		1,552.50
Adjusting Sumps	1 Only	200.00		200.00
Roadside Seeding and Mulching	12 Acre	420.00		5,040.00
Roadside Mulching	6 Acre	320.00		1,920.00
Wall Excavation	4,970 Cu.Yd.	2.00		9,940.00
Special Wall Backfill	790 Cu.Yd.	4.50		3,555.00
8-inch Concrete Block Wall	56,925 Sq.Yd.	4.05		230,546.25

12-inch Concrete Block Wall	10,360 Sq.Yd.	5.83	$ 60,398.80
Concrete Wall Footing	24,195 Sq.Yd.	3.88	93,876.60
57-inch Water Main	All Required		145,000.00
Sand Bedding	413 Cu.Yd.	12.00	4,956.00
Concrete Bedding	117 Cu.Yd.	40.00	4,680.00
			$1,057,362.45

Anticipated Items

Temporary Erosion Control	All Required	$ 5,000.00
On the Job Trainees (1 at $800)	All Required	800.00
		$ 5,800.00
	Subtotal	$1,063,162.45
	Engineering	132,895.55
	Total	$1,196,058.00

Length of Project . . . . . 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 1,000.00

Federal Funds (92.24%)	$1,103,243.00
State Funds.	92,815.00
Total	$1,196,058.00

Group 1 100%
Contract No. 8573
Prefix No. 626-1034

8573

ROW 10-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 11, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facilities Relocation
Hazelwood Water District
Clackamas River-Washington State
Line Utility Project
(N.E. Glisan St.-S.E. Division
St. Section)
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Hazelwood Water District's facilities dated July 29, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated June 17, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and four crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

RECEIVED TECHNICAL SERVICES
AUG 11 77
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

NOTED
E. A. HUNTER

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 11, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $26,759.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Attc.

cc: E. S. Hunter ✓
Robert Church
Jack M. Cartwright
Gary Kennen

8573

July 27, 1977

Mr. William E. Miller
The Central Oregon Pumice Company
3 N.W. Greenwood Avenue
Bend, OR 97701

Dear Mr. Miller:

N. E. Gliesan Street-S. E. Division Street
Sound Barrier and Bikeway Section
East Portland Freeway

The light-weight expended shale was specified for the concrete blocks on the subject section primarily for architectural reasons. In discussions with block suppliers, we were advised that the desired color, shade and texture would result from the use of expanded shale aggregate. The use of either normal, medium or light-weight aggregate block that will meet the requirements of ASTM C90 and will match the shape, color and texture and will have the minimum strength specified would be acceptable.

A sample block of that desired in the finished wall is available for viewing in the office of the project resident engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

WJH:dh ia

bc C. T. Keasey
James McNamee
E. L. Hardt
W. J. Hart

OFFICE PHONE
AREA CODE 503 382-2022

PLANT PHONE
AREA CODE 503 382-1581

THE CENTRAL OR[illegible]UMICE COMPANY

VOL[illegible]LS

5 N.W. Greenwood Ave, [illegible]end, Oregon 97701

PUM[illegible]TE

July 21, 1977

Mr. H. F. Coulter
State Highway Engineer
Oregon State Highway Division
122 State Highway Building
Salem, Oregon 97301

Ref: Specifications: Section E. Portland Freeway - N.E. Gleason - S.E. Division Grading, Paving & Wall Section

Gentlemen:

One of the concrete product manufacturing plants in the Portland area which utilize our aggregate stated that they were eliminated from the above job because expanded-shale was specified. For years, we have been opposing this method of specification writing and have recommended specifications on a performance-type basis; that is, specifying exactly what tests you want the product or material to meet. We are sure you will agree, that this approach is not only more scientific and equitable but probably the legal way.

We are not sure of the prime purpose of these particular concrete masonry units, but if it is sound transmission, then heavy-weight units would be superior. If it is sound absorption, then either pumice or Shalex would be equal or superior (assuming all meet AST^M C-90).

We would appreciate your comments.

Sincerely yours,

THE CENTRAL OREGON PUMICE COMPANY

William E. Miller

William E. Miller

WEM/lr

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
Hart
FOR
Info | Inves | R/D | O/R | Sign | Act | File

8573 1-205

Salem, Oregon
July 14, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Gary Kennon
Metro Utilities Engineer

48-inch Water Main
Taylor Street Crossing
N.E. Glisan-S.E. Division
East Portland Freeway
Multnomah County

In answer to your letter of July 5, 1977. The 24-inch storm sewer flow line elevation submitted to you was in error. It should have been 241.90 (USC & G.S.). Sorry for the inconvenience this has caused. Also, clearance between the outside of the pipes should be a minimum of one foot.

Enclosed please find:

2	Sheets	Bureau of Water Works Plans
1	Sheet	Cross-section
1	Sheet	Storm Sewer Profile
1	Sheet	Storm Sewer Plan

RECEIVED
JUL 11 1977
ROAD DESIGN SECTION
Lowell
Trout
Other

DOCkaz
cc:

RECEIVED
JUL 14 1977
ROAD DESIGN SECTION
Versteeg
Olson
Christensen
Scott
Swanson
Savage
Trout
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8573

9

July 11, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 28 on the following projects:

1. Old Dry Creek-Ochoco Highway
   Mill Creek Road (County Road), Crook County
   Grade and Base - 28-foot top width

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Barnett Road at Black Oak Drive in Medford
   Jackson County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Chocktoot Street and First Avenue in Chiloquin
   Klamath County
   Grade and Pave - city streets with two 12-foot lanes and two 8-foot parking strips

   Same as No. 1.

4. 7th Avenue-Willamette River (Eugene)
   Eugene-Springfield Highway, Lane County
   Structure Repair

   Same as No. 2.

5. Parsons Creek Bridge
FAS A464, Marcola Road, Lane County
Structure - 37.5-foot roadway on bridge incorporating a right turn lane.

Same as No. 1.

6. Long Tom River Bridge
FAS A456, High Pass Road, Lane County
Grade, Pave and Structure - 37.5-foot roadway on structure

Grading and paving incidental to structure.
Same as No. 1.

7. N.E. Glisan Street-S.E. Division Street
East Portland Freeway Highway, Multnomah County

This section incorporates a 10-foot Class I bikeway.

8. S.W. Barbur Blvd-S.W. Taylors Ferry Road
Terwilliger Boulevard, Multnomah County

This is a bikeway project consisting of the construction of Class I and Class II bikeways.

9. S.E. Division Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structure

Grading and paving incidental to structure. 8-foot sidewalk/bikeway provided on each side of structure.

10. N.E. Prescott Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Same as No. 9.

11. N. Banfield Intchge (N.E. 102nd Avenue Structure)
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Grading and paving incidental to structure. One 8-foot sidewalk provided; structure parallels proposed I-205 bikeway.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell

8573

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(49)309

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71015

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Instr | R/D | D/R | Sig | Ack | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 205	Primary 64

GENERAL LOCATION:

"N.E. Glison St.-S.E. Division St. Section"

GENERAL DESCRIPTION OF WORK:

Sound Barriers and Bikeway Code Y007 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $5,000
On The Job Training $ 800

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,564,992-Federal Funds $1,443,548.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-688

8573 I-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 21, 1977

Duane O. Christensen
Final Design Engineer

Gary Kennen
Metropolitan Utilities Engineer

42-Inch Water Main
Taylor Street Crossing
NE Glisan-SE Division
East Portland Freeway
Multnomah County

In response to your letter of June 10, 1977, the only conflict with the water main is at Sta. 58+55. The elevation for a 24-inch storm sewer pipe was revised to 240.97 (bottom - outside of pipe).

Submitted herewith are the following:

Water Main Plan and Profile, Print

Storm Sewer Profile, Print

Storm Sewer Plan, Print

East Portland Freeway Cross-section, Print

Versteeg
Olson
Scott
Swenson
Savage
Trout

RECEIVED
JUN 22 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NLH:ax
cc: E. L. Hardt
L. K. Watson

3573

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-17-77

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Clackamas-Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-17-77	Interstate 205	Primary 64

GENERAL LOCATION:

Clackamas River-Washington State Line

RECEIVED
STATE HWY ENGR
JUL 1 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment Hazelwood Water District (N.E. Glisan-S.E. Division Street) TEC not to exceed $43,674- FF $40,328

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 6-17-77 you are authorized to proceed with the adjustments for the water facility relocation for Hazelwood Water District on an actual cash basis.

I approve the Agreement with Hazelwood Water District consisting of their letter of 6-6-77, the State's verbal notice of conflict, and the plans and estimate furnished by Mr. Cartwright's letter of 6-17-77.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-17-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8573

~~ROW 18-4~~

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. S. KLABOE
Administrator and
State Highway Engineer

E. S. HUNTER

June 17, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facility Relocation
Hazelwood Water District
Clackamas River-Washington State
Line Utility Project
(N.E. Glisan-S.E. Division Sts.)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Hazelwood Water District's facilities dated June 2, 1977, and a sketch showing their proposed relocation. The District has submitted two estimates; one for the theoretical replacement and one for the actual replacement. Using the two estimates, a reimbursement percentage of 88.45 has been developed.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was anticipated and the District has been advised verbally of the conflict. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work. A confirming conflict letter will be sent to the District.

An appropriate permit for the utility's proposed relocation will be issued as appropriate.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There is a betterment derived from the proposed adjustment of the District's facilities and has been provided for in the attached estimate.

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 17, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $43,674.00.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db
Attachment

cc: E. S. Hunter
D. E. Swan
Robert Church

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8573

I-205 W

FORM 81-734-8020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 3, 1977
Salem, OR 97310

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section

SUBJECT: N.E. Glisan-S.E. Division Street (I-205)
Sound Barriers

TO: J. H. Versteeg
Road Design Engineer

Our acoustical staff has reviewed the plans and specifications for sound barriers for this segment of I-205.

Berms or walls are complete for this project segment as recommended in the EIS but for one exception. A barrier is needed from approximately Station 395 to 400 (West). This is not shown in this set of plans. It is assumed that this section is covered as part of another contract item and not an oversight. } True, R/W not available at this time.

In addition it is important that sound barriers indicated for future construction such as Station 325(East) and 378 (East and West) be built as soon as possible to aid in construction noise shielding. } R/W not available at this time and Burnside detour added.

Our thanks for the chance to review the plans and specification for their environmental parameters.

PTD:ss

cc: Gary A. Potter

RECEIVED
JUN 06 1977
ROAD DESIGN SECTION

1 Versteeg ✓
2 Olson
3 Christensen
Scott
4 Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

REFERRED TO

Beard Reed
Cole Sample
Eriksen ✓ Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8573

9

NOTED
E. S. HUNTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

April 21, 1977

N.E.Glisan-S.E.Division St. Sound Walls
East Portland Freeway
Multnomah County
Bridge 16044
Oregon Project I-205-7(2)

Your File 1041BR.1

Your approval letter of April 15, 1977 asked about substituting similar type concrete blocks for the sound walls. We have selected a "Doric" block which is an industry standard shape and can be supplied by any concrete block producer.

To allow other blocks which are similar to this shape, such as the "York" shape, would not give the desired results and we plan to specify only the "Doric" split-face block.

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8573

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Con 21-2
I-205
Glisan-Division
Sp.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1977

SUBJECT: Oregon Project I-205-7(2)-
NE Glisan-SE Division St Sound Walls

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To: Mr. H. S. Coulter, State Highway Engineer

Preliminary plans for the sound wall submitted with Mr. Wallace's April 6, 1977 letter are approved.

The concrete block wall has proven to be attractive, effective, and of reasonable cost in comparison with other parts of the country. This design appears to be in the same vein.

Have you considered allowing the contractor to substitute similar type concrete blocks for the wall provided the appearance is acceptable? This could result in some savings.

For G. L. Green

cc:
OSHD (W J Hart)

Cy Rulien
Bothman
4-19-77

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
Bridge
FOR
Info | Invest | R/D | D/R | Sign | Act | File

L-8573 I-205 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 1, 1977

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: I-205 Bikeway
Division-Glisan Section

TO: Arthur Brummitt
Acting Specifications Engineer

Please have the contractor construct one unit of the above section (approximately 1000 feet to 1500 feet) without joints; one unit with dummy joints at 12-foot spacing; and a large unit with sawed joints 1/8" x 1" at 12-foot spacing.

Pick units that are already broken by construction features.

4-8-77
Design has checked this and selected the sections shown on the attached map Dons

DES:jp

Copy to Brummitt
& Christensen

Versteeg ✓
Olson
Swenson

RECEIVED
APR 04 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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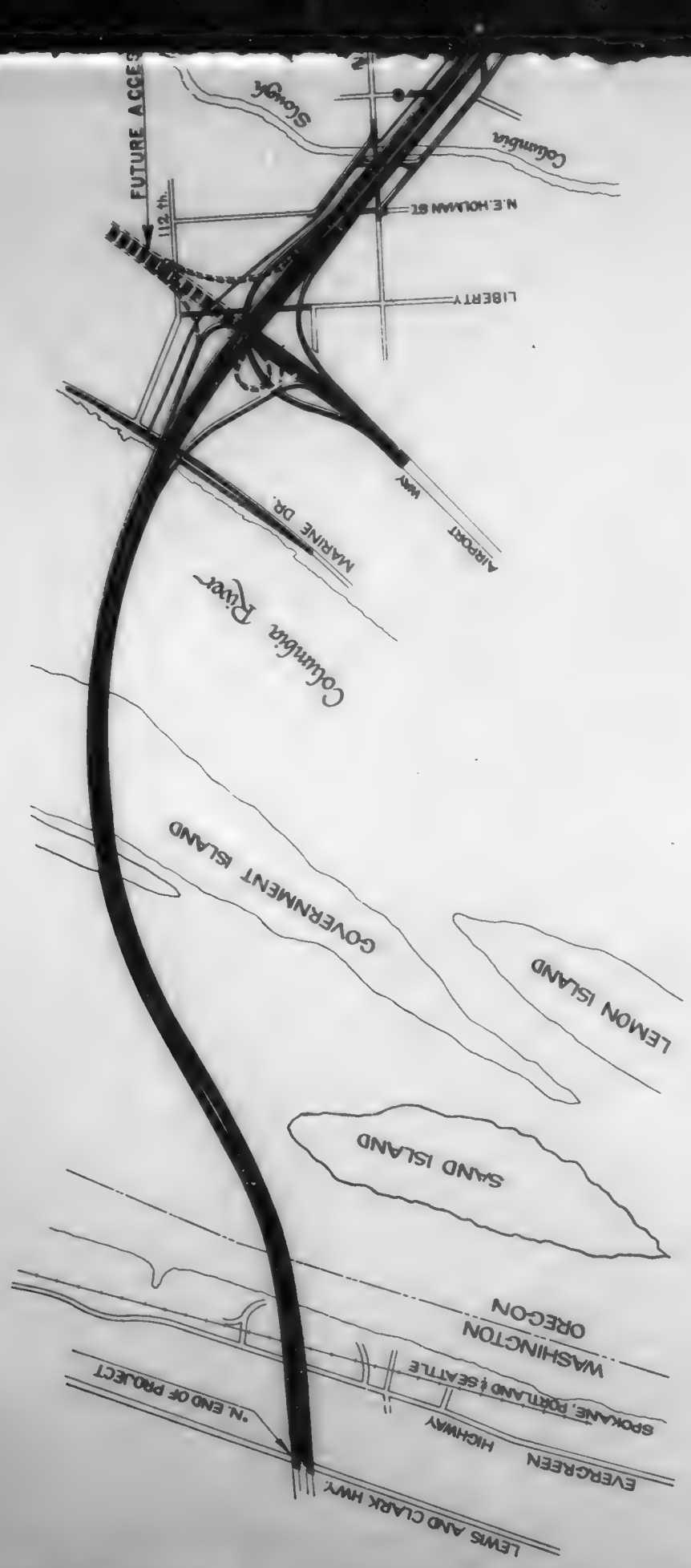
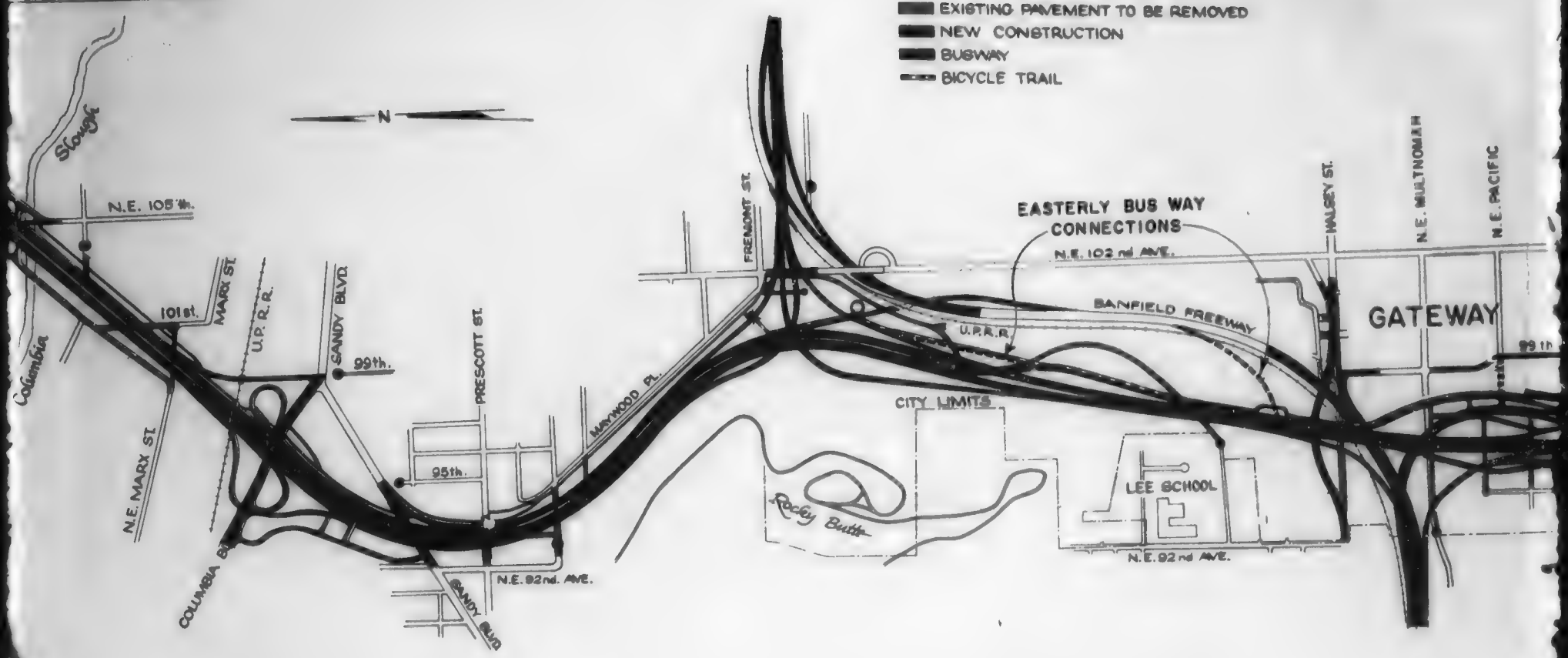
Bring Up / /
Other


FUTURE ACCESS
112th
N.E. HOLMAN ST
LIBERTY
AIRPORT WAY
MARINE DR.
Columbia River
GOVERNMENT ISLAND
LEMON ISLAND
SAND ISLAND
OREGON
WASHINGTON
SPOKANE, PORTLAND & SEATTLE
EVERGREEN HIGHWAY
N. END OF PROJECT
LEWIS AND CLARK HWY.

TURE ACCESS TO EAST



OREGON STATE HIGHWAY DIVISION

Sketch Map

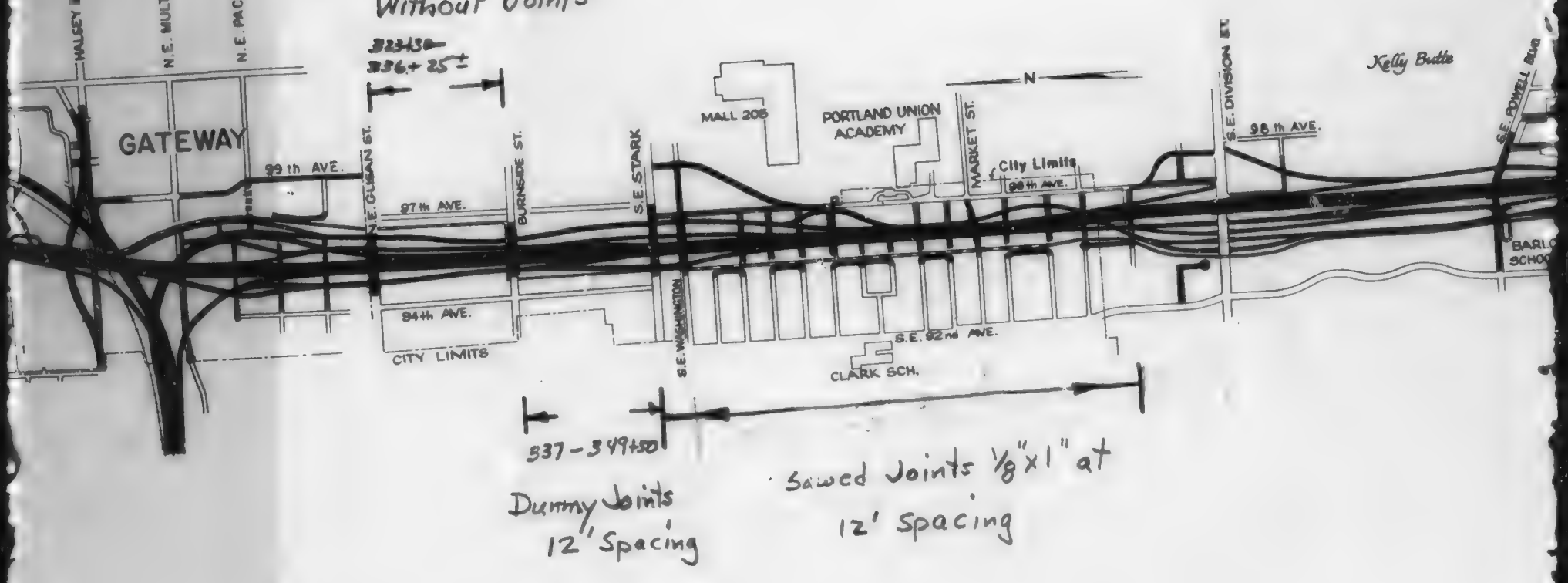
LEWIS & CLARK HWY.- FOSTER RD. SECT

INTERSTATE 205 - EAST PORTLAND FREEWAY

Clark (Washington)-Multnomah (Oregon) Counties

Mar, 1976

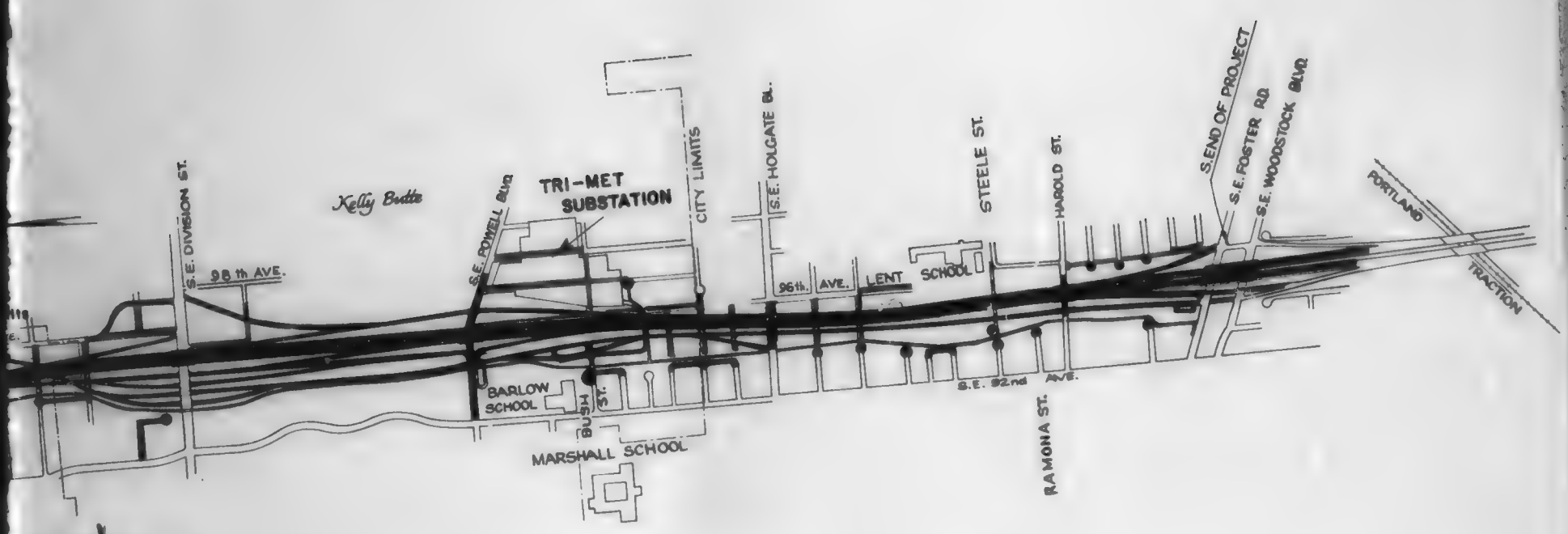
Without Joints



Dummy Joints
12" Spacing

Sawed Joints 1/8" x 1" at
12' Spacing

WAY DIVISION
Map
FOSTER RD. SECT.
ORTLAND FREEWAY
ah (Oregon) Counties
976


S.E. DIVISION ST.
98 th AVE.
Kelly Butte
S.E. POWELL Blvd
TRI-MET SUBSTATION
CITY LIMITS
S.E. HOLGATE BL.
96th. AVE.
LENT SCHOOL
STEELE ST.
HAROLD ST.
S.END OF PROJECT
S.E. FOSTER RD
S.E. WOODSTOCK BLVD.
PORTLAND TRACTION
BARLOW SCHOOL
BUSH ST.
MARSHALL SCHOOL
S.E. 92nd AVE.
RAMONA ST.

at

8573

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

April 6, 1977

NOTED
E. S. HUNTER

N.E. Glisan-S.E. Division St. Sound Walls
East Portland Freeway
Multnomah County
Bridge 16044

Enclosed are two prints each of the plan sheet with each wall shown in green, typical section sheet, and an architectural sketch.

These walls are sound walls adjacent to various freeway ramps, bus or bike lanes. The sould walls vary in height, but in combination with earth berms, sufficient protection from high noise levels is provided in accordance with the environmental and sound studies in this area.

Because the walls will be subject to view from both sides, an architectural treatment will be used, as shown on the enclosed sketch.

Besides the concrete masonry wall, two other alternates were considered. A timber wall was not considered because of future maintenance problems. A cast-in-place concrete alternate was studied and has estimated costs of $823,000. A precast concrete alternate using precast panels and pilasters was also studied with estimated costs of $668,000. The concrete block alternate was estimated to cost $561,000. All costs include an allowance for engineering and contingencies and are based on approximate quantities.

The concrete block wall was selected because of lower anticipated costs and because of pleasant appearance to both freeway traffic and adjacent property owners.

RECEIVED
STATE HWY ENGR
APR 7'77
REFER TO
FOR

This is being sent to you as a preliminary submittal for your approval.

ORIGINAL SIGNED
L. L. WALLACE

for Walter J. Hart
Bridge Engineer

Enclosure

cc E. S. Hunter
L. W. Rulien
R. N. Bothman /w/ encl.

8573 I-205 N

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 25, 1977

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Glisan-Division Section
East Portland Freeway
Multnomah County

TO: J. H. Versteeg
Road Design Engineer

After considerable research involving Clarence Gregg, Byron Jones of the Portland Cement Association, information from Caltrans, the findings of a Highway Division Value Engineering Team and with the approval of Cliff Christianson of the FHWA, we have decided to construct the bikeway on the Glisan-Division Unit of the I-205 of P.C.C. 4 inches thick, 10 feet wide on compacted native soil without joints of any type.

Please prepare plans accordingly.

DES/FET:mc

cc Cliff Christianson, FHWA
Art Brummitt
Clarence Gregg

RECEIVED
MAR 25 1977
ROAD DESIGN SECTION

Versteeg ✓
Olson
Scott
Swenson
Savage
Trout

½ a copy

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
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Bring Up
Other

9 copies to Region 1 and Metro

8573

I-205 W

Salem, Oregon
December 3, 1976

J. M. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48929 - Holmes
48930 - Dale
NE Glisan St. - SE Division St.
East Portland Freeway
Multnomah County

Attached are 2 descriptions and an authorization covering R/W and a detour easement for the subject section.

Prints of the R/W map are being submitted with revised File 49184 today.

BY:

Floyd O. Scott

FOS:mg

Attach.

8573

I-205 N

Salem, Oregon
July 22, 1976

J. H. Versteeg
Road Design Engineer

J. E. Boyd
Right of Way Engineer
BUILDING

N.E. Glisan St. - S.E. Division St.
East Portland Freeway Section
Multnomah County

Attached is a description-authorization covering 6 total-takings on the subject section together with 6 descriptions and an authorization for other property in the same area.

Please note that the attached R/W prints show a proposed R/W line and the area inside of the line for Files 49350 and 49351 and the split of those areas for programming purposes is as follows:

File 49350	Area in	= 5,563	sq. ft.
	Area out	= 5,562	sq. ft.
		11,125	" "
File 49351	Area in	= 4,936	sq. ft.
	Area out	= 4,936	sq. ft.
		9,872	" "

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8573

Salem, Oregon
March 23, 1976

J. M. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48572 - Whitaker (Booksmis - C.F.)
N.E. Gliesn St. - S.E. Division St.
East Portland Freeway Section
Multnomah County

Attached is a description, an authorization and R/W prints covering a total-taking hardship case on the subject section, as requested by Louis Grothaus in his letter to you dated March 16, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8574 S.W. Barbur Blvd.-S.W. Taylors 19
Ferry Rd. (Portland) Bikeway Sec.
S.W. Terwilliger Blvd. (Gr & pave)

C+A 6014 8-5-77

Portland

Salem, Oregon
September 20, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

W. E. Hoffman
Resident Engineer

SW Barbur Boulevard-
SW Taylors Ferry Road (Bikeway)
Contract No. 8574

This is to acknowledge receipt of your narrative report on the subject section.

I concur with your thoughts and probably frustrations on this project. We were involved in the fringes of the conflict between property owners and bicyclists during the development of this project and I can appreciate your feelings.

DOC:ab
cc: C. T. Keasey
E. L. Hardt

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 21 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon
August 1, 1978

FROM: W.E. Hoffman
Res. Engr.

TO: Ed Hardt
Reg. Engr.

SUBJECT: S.W. Barbur Blvd.-S.W. Taylors Ferry Rd. Bikeway Section
Contract No. 8574
Narrative Report

The project was undertaken to provide a bikeway on S.W. Terwilliger Blvd. between subject limits. Existing walkways were used in part. One short stretch of A.C. path was placed in the middle of the project. The rest was concrete sidewalk through a residential and business area. these walks were placed next to the curb without a parking strip despite sufficient City R/W to have allowed this. All this from the effect of public participation in the planning process. The result is that the required driveway ramps had to be built into the combined sidewalk, bikepath, interferring with the grade lines for bicycle use. Such a joint use facility must make compromises in all directions and will fully please no one. Joggers, pedestrians, bicyclists, children and driveways are all incompatably present.

In this instance it was decided that needs of the adjoining property owners would have to come first due to serious drainage problems. Predictably, this isn't too popular with other classes of users. About all that could be designed was to provide a means to let cyclists off the street if they wish and hope they will show some consideration of other users of the facility.

Contractor and concrete subcontractor scheduling was atrocious. This combined with bad weather kept sections of the work in a torn up state longer than they should have been, which did nothing for public relations.

When the island at the south end of the I-5 under crossing structure was staked for revision it was seen to be a serious traffic hazard. A redesign, slimming it down and providing for an impact attenuator was made. Design, City approval, price agreement negotiations and approval and obtaining material caused a delay in completion time of the contract of eight months. Work was promptly finished when the materials arrived and a time extension has been granted.

The concrete work was very well done in conventional terms although poorly scheduled. Attempts to adjust the finishing met near total resistance.

Extruded curbs was also well done. Extensive damage was done to it the night following extrusion in the interest of fun. Restoration work of course could not completely restore the pristine condition.

Having work charitably be termed adequate, The best part of it is the A.C. portion of the bike path itself. The street work is much below my expectations of what should be done. Attempts to rectify it convinced me that the crew was working at its limit of competence and matters would only get worse. It has been suggested that all bike paths be paved by machine, I cannot believe that the crew we had would have done any better by machine. I also know that perfectly respectable work can be and has been done with a box. Too much equipment requirements can only increase costs.

I doubt that standard road construction practices are really compatable with the super smoothness some cyclists seem to demand and cannot afford. By cannot afford, I mean that specialized equipment and its knowledgable use is unavailable and construction practices and habits are not in tune with the desired result. When standard road building results are not good enough, no one is going to bid standard prices and costs must necessarily be high.

To conclude, this is a multipurpose facility designed to serve a group of conflicting uses in as balanced a manner as possible.

WEH/wh

c.c. file

W.E. Hoffman
Res. Engr.

[illegible] DAY DIVISION

STATEMENT OF OVERRUNS AND UNDERRUNS

Section S.W. Barbur Blvd. - S.W. Taylors Ferry Rd. Contract No. 8571

Highway Hwy Street (Terwilliger Blvd.) Prefix S26-1117

Contractor Columbia West Material & Const. Inc. Federal Aid No. State

	CONTRACT AUTHORIZATION	FINAL COST		
Contract Amount	$ 56,251.00	$ 51,542.65	8.4 %	Under ~~Over~~
Contingencies	$ 3,026.30	----	___%	~~Under~~ ~~Over~~
Engineering	$ 6,725.10	$ 13,956.00	107.5%	Over
Addn'l Auth.	----	----	___%	Under Over
Total Authorization	$ 77,002.40	Total Final Cost	$ 77,377.72	

EXPLAINATION OF OVERRUNS AND UNDERRUNS

Item No.	Item	$ Bid	$ Final	%	Under or Over
1	Mobilization.	2,606.00	2606.00	0	---
2	Temp. Protection & Direct. Traffic.	3,800.00	3,800.00	0	---
3	Temporary Signs.	1,365.00	625.10	54.2	Under.
	Used all that was needed.				
4	Temporary Barricades.	900.00	450.00	50.0	Under.
	Used all that was needed.				
5	Temp. Plastic safety Markers.	385.00	385.00	0	---
6	Flagmen.	7,680.00	1,608.00	79.1	Under.
	Used all that was needed.				
7	Earthwork.	7,000.00	7,000.00	0	---

Item No.	Item	$ Bid	$Final	%	Under or Over
8	Aggregate Base.	1,500.00	2,?66.94	45.3	over.
	Additional needed to do an adequate job.				
9	Class "B" or"C" Asphalt Conc.	8,170.00	9,703.11	18.8	over.
	Additional needed to adequately complete the job.				
10	8 inch Sewer Pipe.	364.00	490.00	34.6	over.
	Pipe lengths needed were found to be greater than shown on plans.				
11	Conc. Inlets. (Type F)	600.00	600.00	0	---
12	Guardrail (Type 2A Mod.)	2,300.00	2,012.50	12.5	Under.
Guardrail was chainged from plans to do a better job and include an Impact Attenuator.					
13	Rail end pieces. (Type C Mod.)	330.00	330.00	0	---
14	Concrete Walks.	5,130.00	4,871.60	5.0	Under.
15	Concrete Driveways.	4,160.00	4,318.60	3.8	over.
16	Sidewalk Ramps.	4,200.00	4,800.00	14.3	over.
	One Ramp added.				
17	Concrete Curbs.	3,221.00	3,045.00	5.8	Under.
18	Concrete Islands.	500.00	480.00	4.0	Under.
19	Bike Wheelrails.	1,500.00	1,500.00	0	---
20	Adjusting Manholes.	300.00	450.00	50.0	Over
	one additional Manhole was found that had been previously covered.				

Item No.	Item	Bid	Final	%	Under or Over
21	Capping Inlets.	200.00	200.00	0	--
P.A 1	Impact Attenuator - remove conc. driveway.	10,328.00	10,328.00	0	---

8574

August 23, 1978

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On August 22, 1978, we wrote to you concerning release of final payment on Contract No. 8574 awarded to Columbia West Materials & Constructors, Inc., for work on the S.W. Barbur Boulevard-S.W. Taylors Ferry Road (Portland) Bikeway Section of Terwilliger Boulevard in Multnomah County.

Final payment on this contract is $3,092.13 and the total contract amount is $61,869.25. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials
& Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

bc C. T. Keasey
Walt Hart
Ed Hardt

8574

July 20, 1978

Columbia-West Materials and
Construction, Inc.
Post Office Box 10425
Portland, OR 97210

Gentlemen:

We have reviewed your request for a time extension on the S.W. Barbur Blvd.-S.W. Taylors Ferry Road Section, Contract No. 8574.

A 127-day time extension is hereby granted due to the addition of an impact attenuator.

Sincerely,

H. S. Coulter
State Highway Engineer

DA:OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
Marion Craft
Willard Hoffman
Robert Church
Richard Hacek

FORM 81.784.3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8574

Salem, Oregon

July 18, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: S.W. Barbur Blvd.-S.W. Taylors Ferry Road
Contract No. 8574
Time Extension Request

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject State construction project, Columbia West Materials and Construction, Inc., has requested a time extension of 128 days based on the addition of an impact attenuator to the project. Some pertinent dates are:

Date of award	8-18-77
Begin calendar workdays	8-30-77
Work began	9- 2-77
End allotted time	10-28-77
End calendar workdays	6- 2-78
Excess days used	127

The impact attenuator was added at the request of the City of Portland. Its need became apparent late in the project when it became evident there was a potential traffic hazard. A price agreement providing for this work was not initiated until March 7, 1978. The delay is attributed to design changes and city approval. Final shop drawings were submitted for approval March 27, 1978. With a four to six weeks delay in receipt of materials, work was able to continue late in May. The project would probably have been completed on time had the attenuator not been added.

The contractor worked four intermittent days on contract items and two days on extra work after the allotted contract time had expired. The Resident was of the opinion this work could have been completed before time expired but the contractor, realizing the expected delay, waited until conditions were more favorable. The public was not deprived of the use of the facilities due to this work.

A time extension of the overrun contract time of 127 days is recommended.

A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
JUL 20 '78
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

DA:OBJ:fr
Att.

cc: Robert Church
Marion Craft
Willard Hoffman

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8574 Contractor Columbia West Materials and Construction, Inc.

Highway City Street (Terwilliger Blvd.)

Section S.W. Barbur Blvd.-S.W. Taylors Ferry Rd. (Portland) Bikeway

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

A 127-day time extension is hereby granted due to the addition of an impact attenuator.

Recommended for Approval:

Marion Ault
Regional Engineer

O. B. Jackman
Construction Engineer ~~or Bridge Engineer~~

H. L. Coulter
State Highway Engineer

Contract No.	8574
Project designation	State (State-Federal)
Date awarded	August 18, 1977
Work started	Sept. 2, 1977
Per cent completed	100 (Date)
No. of Workdays Allowed	60
No. of Workdays Used	187
No. of Added Workdays Requested	127

SP*87005-734

D-000 (Rev. 9-69)

JUN 15 1978

JUN 15 1978

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date JUNE 10, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 188 days, within which to complete our Contract No. 8574, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **SEE ATTACHED LETTER FOR DESCRIPTION OF EFFECT OF ADDING AN IMPACT ATTENUATOR TO THE PROJECT.**

Respectfully submitted,

COLUMBIA WEST MATERIALS & CONSTRUCTORS, INC.
Contractor

By [signature]
PRESIDENT.

CONSENT OF SURETY

Date June 10, 19 78

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact James F. Darby

(SEAL)

Corcoran & Black of Oregon
Resident Agent

#8574

9

FORM 81-784-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 15, 1978

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Barbur Blvd-Taylors Ferry Road Unit
Terwilliger Bikeway
Multnomah County

TO: F I L E

NOTED
S S HUNTER

On Thursday, June 8 I inspected the subject project with Marion Craft, Willard Hoffman and others. The general condition of the project is barely satisfactory. The pcc concrete portion was built pretty much like a sidewalk rather than a bikeway. I had asked that the joints not be tooled and that they be dummy joints at 15-foot intervals. This request was not met.

The asphalt concrete portion is not as smooth as the Tryon Creek Section which was built under far more difficult conditions. Perhaps we should have specified a machine. The ridiculous hump that was originally built between two driveways has been removed and replaced with a smooth slab.

The sidewalk ramps at Taylors Ferry Road have been patched and are fairly smooth but should have been flush at the onset. There is a "No Left Turn" sign in the middle of the bike path at the south end of the bridge over I-5 which must be removed. There is also a catch basin grate on the freeway ramp near the bike crossing which should have X bars welded or should be exchanged for a special grate. It could be in a cyclist's path.

The alignment of the asphalt portion was revised from the original concept. I understand this was because of pressures from Tom Hanstedt. The bad feature of the new alignment is that it parallels the roadway and is separated from it by a few feet of gravel which continually will find its way onto the path. We need to stabilize this gravel to preclude this problem.

The curb returns, sidewalk, driveways and other items that are a part of many highway jobs were all done very well. The automobile, pedestrian and local home owners and businesses benefited from the money spent on this project. The bicyclists did not fare quite as well. I observed about a dozen bicyclists traveling this route. Only about half of them used the path. If it were well engineered and constructed, I am sure the usage would be a far greater percentage of those bicyclists traveling this corridor.

On the positive side, the revisions made by the field to the island and the impact attenuator were a bit of engineering genius. I was amazed

at how well one could stay in the roadway and negotiate the entrance to the sidewalk on the bridge. As soon as the signpost is removed, it will work great.

I would suggest that all bicycle path projects in a region be assigned to one resident engineer, if possible, and that he be carefully selected to be particularly suited to the job. He should be knowledgeable of the needs of bicyclists; preferably, he should be a bicyclist.

DES:mc

cc E. S. Hunter
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
JUN 16 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Gen | Act | Fi

8574

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Barbur Blvd. S.W. Taylors Ferry Rd.		WEEK ENDING: June 10, 1978
		SECTION PREFIX: 826-1117-900
HIGHWAY: S.W. Terwilliger Bikeway		COUNTY: Multnomah
NAME OF JOB: S.W. Barbur Blvd.-S.W. Taylors Ferry	KIND OF WORK: Rd. Grading and Paving	
CONTRACTOR: Columbia West Materials & Const., Inc.	CONTRACT NUMBER: 8574	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1977	DATE WORK STARTED: Sept. 2, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 60	WORK DAYS USED / CALENDAR DAYS USED: 187
PROJECT AUTHORIZATION: $ 77,002.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 312
EXCLUSIVE OF ENGINEERING: $ 70,277.30	ENGINEERING AUTHORIZATION: $ 6,725.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 60,516	ENGINEERING COST TO DATE: $ 14,400	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 214 %	DATE PROJECT WAS COMPLETED: June 2, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Agg. Base	Class B; C	Conc. Walks		
			GRADING	A.C. SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			120 Ton	430 Ton	540 LF		
TOTAL QUANTITIES CORRECTED TO DATE			189	496	512		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			189	496	512		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			0	0	0		
HOURS PER SHIFT			0	0	0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		Work was completed June 2, 1978.
MONDAY	Clear	0		Final inspection was made June 8, 1978
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Showers	0		
SATURDAY		0		

RECEIVED
JUN 12 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6/4 SUNDAY	No activity
6/5 MONDAY	"
6/6 TUESDAY	"
6/7 WEDNESDAY	"
6/8 THURSDAY	Final Inspection
6/9 FRIDAY	No activity
6/10 SATURDAY	"

REMARKS

Final inspection June 8, 1978.

SIGNED W.E. Hoffman LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8574

August 5, 1977

City of Portland
City Hall
Portland, OR 97204

MISC. CONTRACTS and AGREEMENTS No. 6014

Attention: George Yerkovich
City Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning construction of the Troy Street-Taylors Ferry Road Section of the Terwilliger Bikeway in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8574

July 11, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 28 on the following projects:

1. Old Dry Creek-Ochoco Highway
   Mill Creek Road (County Road), Crook County
   Grade and Base - 28-foot top width

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Barnett Road at Black Oak Drive in Medford
   Jackson County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Chocktoot Street and First Avenue in Chiloquin
   Klamath County
   Grade and Pave - city streets with two 12-foot lanes and two 8-foot parking strips

   Same as No. 1.

4. 7th Avenue-Willamette River (Eugene)
   Eugene-Springfield Highway, Lane County
   Structure Repair

   Same as No. 2.

5. Parsons Creek Bridge
FAS A464, Marcola Road, Lane County
Structure - 37.5-foot roadway on bridge incorporating a right turn lane.

Same as No. 1.

6. Long Tom River Bridge
FAS A456, High Pass Road, Lane County
Grade, Pave and Structure - 37.5-foot roadway on structure

Grading and paving incidental to structure.
Same as No. 1.

7. N.E. Glisan Street-S.E. Division Street
East Portland Freeway Highway, Multnomah County

This section incorporates a 10-foot Class I bikeway.

8. S.W. Barbur Blvd-S.W. Taylors Ferry Road
Terwilliger Boulevard, Multnomah County

This is a bikeway project consisting of the construction of Class I and Class II bikeways.

9. S.E. Division Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structure

Grading and paving incidental to structure. 8-foot sidewalk/bikeway provided on each side of structure.

10. N.E. Prescott Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Same as No. 9.

11. N. Banfield Intchge (N.E. 102nd Avenue Structure)
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Grading and paving incidental to structure. One 8-foot sidewalk provided; structure parallels proposed I-205 bikeway.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell

8574

Portland

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 30, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: SW Troy-SW Taylors Ferry Road
City Street, Bikeway
Multnomah County

TO: MEMO TO THE FILES

A meeting was held with the Neighbor Hood Association, for the Terwilliger bike project, at 7:30 pm on Tuesday, June 28, 1977, at the Fulton Park Community Center with the following in attendance:

D. O. Christensen, Final Design
R. Ewen, Metropolitan Section
D. Shaffer, Bicycle Engineer
Dave Neset, Chairman Neighbor Hood Association

A number of residents affected by the construction were also present.

The purpose of the meeting was to honor a prior agreement, made during location of the project, to review the final proposed plans with the Neighbor Hood Association.

At an earlier meeting held in January, 1977, during location, a number of construction items were agreed upon to be included in the plans. These items were included where possible. At the meeting a change from an asphalt bikeway to a concrete bikeway between S.W. Carson St. to approximately Station 17+75 was requested. It seems the earlier agreed upon asphalt bikeway for this section was not completely firmed up with the residents of the area. We agreed to make this change. A few other minor revisions such as alignment of bicycle ramps with the bikeway and a change of one driveway width were discussed. We indicated that these would be no problem to take care of under construction.

The greatest concern expressed was for the preservation of shrubs and trees along the bikeway. They were assured that the plans as prepared were developed from information supplied from the field to preserve shrubs and trees. In addition, our specifications call for the deletion of our normal clearing specification and requires the resident engineer to stake the clearing limits. Also, the resident can make field adjustments of the bikeway to miss shrubs and trees.

Another concern expressed was about drainage between S.W. Carson and Station 17+75. They were assured that everything would be done to prevent drainage on the street from running down their driveways. The resident will analyze and treat each driveway as required.

Revisions as discussed above have been made to the plans.

DOC:az

cc: E. L. Hardt
R. Ewen
D. Shaffer
L. K. Watson

8574

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 21, 1977

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: SW Taylors Ferry Rd.-Barbur Blvd. Unit
SW Terwilliger Blvd.
Multnomah County

TO: MEMO TO THE FILES

This project was received from location on March 8, 1977. The base plan or hardcopy was drawn on the back of a roll of cross-section paper. Existing topography had been plotted and a proposed bikeway centerline shown.

Items not included are:

1. Cost estimate
2. Quantities
3. Drainage
4. Earthwork
5. Profiles
6. Right-of-Way Information
7. Base Design (Typicals)

1 Versteeg
2 Olson
3 Chris Hansen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 21 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

Basic cross-sections have been plotted but must be revised and added to in order to calculate earthwork. Profiles must be worked up. Final alignment must be determined, as there are questions as to its location as far as trees, shrubs, hedges, etc., are concerned. Field notes should be reviewed. Right-of-way must be determined.

STATUS OF PROJECT:

Need information concerning the eleven design features agreed upon by the South Burlingame Neighborhood Association. Especially information on the construction of a bike wheel ramp on the existing steps under the I-5 on ramp. The eleven design features here in referred to are included in the Narrative Report. Also included in the Narrative Report are features which the Residents of the area where advised would probably be included; along with suggested and requested additions. Determinations on these features will have to be made and appropriate information obtained. They include: 1) enlargement of the concrete island at the intersection of Taylors Ferry Raod and SW Terwilliger; 2) enlargement and extension of the concrete islands between SW Terwilliger and the Northbound On Ramp to I-5; and, 3) narrowing of Troy Street at its intersection with SW Terwilliger. Additional field information may be required.

TIME NEEDED TO COMPLETE PROJECT:

Due to lack of proposed designs usually supplied by the field office, it is estimated that this job will take approximately two months of design time to turn out Preliminary Plans.

LKW:az
cc: F. E. Terpin

.8575 S.E. Division St. U'Xing 197?
(HLE/SP Line) Sec.. of E. Ptld Fwy
(Grading, paving, & structure)

8575

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-16-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-16-80	C. T. Christianson, Area Engineer	I-205-7(52)309

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-6-78	8-7-79	100 %	360 CD

APPROVED EXTENSIONS	LOCATION
92 CD	Intersection of I-205 and Division Street, Southeast Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. DIVISION ST. UNDERCROSSING
(BLE/SP LINE)
East Portland Freeway

The project was completed at a final contract cost of $748,536 representing a 2% underrun.

RECEIVED
STATE HWY ENGR
JAN 17 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-17
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: C. T. Christianson		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 1-16-80	TITLE: Field Operations Engineer	DATE: 1-16-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8575

August 9, 1979

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8575 awarded to Selby Bridge Co. for work on the S.E. Division Street Undercrossing (BLE/SP Line) Section of the East Portland Freeway in Multnomah County was completed on November 6, 1978 and accepted by the State Highway Engineer on August 7, 1979.

Final payment in the amount of $22.88 will be released to the contractor after August 14, 1979. The total contract amount is $642,023.73 including $1,721.68 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: Selby Bridge Co.
2000 E. Columbia Way
Vancouver, WA 98661

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

FKN/mdd

8575

STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 24, 1979

FILE: CON 5 #8575

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: S.E. Division Street U'xing
FAP No. I-205-7(52)309
Contract No. 8575
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

A credit to the project for acceptance of non-spec Plant Mix Bituminous Base has been computed per our March 1978 agreement with the FHWA.

The contractor was not assessed a reduction in price, as only the first test indicated a specification deficiency. The reduction in price for the 77 tons of material represented by this test amounts to $135.19. The amount to be credited to the project on a nonparticipating basis is $67.60.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Marion Craft
James McNamee
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
JUL 25 '79
REFER TO
FOR
Info | Inves | B/D | O/R | Sign | Act | File

8575

1205

Salem, Oregon
April 3, 1979

Fred Eriksen
Design Engineer Supervisor

James McNamee
Resident Engineer

S. E. Division Street U'xing
Section
[redacted]
Multnomah County

From your "As Constructed Narrative" report for the project, it appeared that once the structure plans were resolved, the work went reasonably smooth. This was a rather unique project, in that the plans were considerably revised after the contract had been awarded.

It will be interesting to see what happens to the traffic picture at this location after the freeway is completed and for the next few years; that is, how well it operates and the public's reaction to it.

FE:mw
cc: Ed Hardt

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 0 3 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8575

2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. E. DIVISION ST. U'XING (BLE/SP LINE)		WEEK ENDING: Dec. 30, 1978
		SECTION PREFIX: 626-1035
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: S. E. Division U'xing	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Selby Bridge Company	CONTRACT NUMBER: 8575	FEDERAL AID PROJECT NUMBER: I-205-7(52) 309
DATE OF CONTRACT: August 1, 1977	DATE WORK STARTED: August 25, 1977	ESTIMATED COMPLETION DATE: Oct. 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS (b) 360	WORK DAYS USED / CALENDAR DAYS USED (b) 451
PROJECT AUTHORIZATION: $813,184.61	SPECIFIED COMPLETION DATE: (a) February 1, 1977	PERCENT OF TIME ELAPSED: (a) 100 (b) 100
EXCLUSIVE OF ENGINEERING: $748,535.54	ENGINEERING AUTHORIZATION: $64,649.07	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $748,535.54	ENGINEERING COST TO DATE: $56,869.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED: November 6, 1978

Estimated date of semi-final Jan. 5, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	water line	
	100%	100%	100%			100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			0.13
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,000	1800			770
TOTAL QUANTITIES CORRECTED TO DATE	17,000	1800			770
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,000	2641			947
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13528A							
PERCENT	100%							

CALENDAR DAYS

		WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	24	Clear-Cold			
MONDAY	25	"			
TUESDAY	26	"			
WEDNESDAY	27	Partly Cloudy-Cold			
THURSDAY	28	Clear-Cold			
FRIDAY	22	Shrws-Mild			
SATURDAY	23	"			

Routing

Keesey — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnson — Gebauer
Inloes — Widmer

RECEIVED
JAN 2 1979
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Substancially completed November 6, 1978
We are waiting for the contractor to return a price agreement before we submit the semi-final estimate. Hope to submit semi-final next week.

SIGNED J W Fe Manee LOCATION PORTLAND

PRIME RESIDENT-SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8575

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-78

FEDERAL AID PROJECT NO. I-205-7(52)309

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71018

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-11-78	Interstate 205	Primary 64

GENERAL LOCATION:

S.E. Division St. U'Xing (BLE/SP Line) Section

GENERAL DESCRIPTION OF WORK:

Interim Lighting

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Interim Lighting by PGE
TEC NTE $2,487.94

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-23-78 this will confirm the advance approval of 10-11-78 by Mr. G. K. Hossner to proceed with the interim lighting on the subject project by PGE on an actual cost basis.

Approval and participation for the portion of work authorized above is subject to the provision of the Federal-aid Program Manual.

NOTED
F. B. KLABOE
11-15

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-6-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8575

ROW 18-4

October 23, 1978

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention C. T. Christianson
Area Engineer

Interim Lighting
Portland General Electric Company
S. E. Division St. U'xing (BLE/SP Line)
Section
East Portland Freeway
Multnomah County
Project No. I-205-7(52)309

Gentlemen:

Here is a copy of an Estimate of Cost for the installation of interim lighting on S. E. Division Street prepared by Portland General Electric Company, dated August 16, 1978, and a sketch showing the proposed location of lighting.

Work on the S. E. Division Street U'xing structure is nearing completion and the detour, along with its temporary lighting, is being removed. Interim lighting on S. E. Division Street is required until a street lighting project is let and permanent lighting installed.

The detour lighting was anticipated and set up in the project cost. The interim lighting was not anticipated at the time the project authorization was prepared.

Your approval of the actual cost agreement for interim illumination, as evidenced above, and confirmation of Mr. Glenn K. Hossner's verbal authorization to proceed with the work as of October 11, 1978, is requested. Estimated cost to the State is $2,487.94. The work will be covered by SFO #3, Prefix 626-1035-270-03.

Yours truly,

D. E. Swan
Federal Aid Engineer

DES/seb
Enclosure
cc: E. S. Hunter
James McNamee
Jack Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
OCT 24 '78
REFER TO
FOR
Info | Inves | R/D | U/R | ... | ... | Fina

8575

September 25, 1978

Selby Bridge Company
1111 N.W. 53rd Street
Vancouver, WA 98663

Gentlemen:

We have carefully reviewed your request for a time extension on Contract No. 8575, S.E. Division Street U'xing.

A 92 calendar day time extension is hereby granted. Delays incurred by the redesign of the structure covered by Price Agreement No. 1 and any added extra work to date were the considerations given in granting the additional time.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
E. L. Hardt
Robert Church
James McNamee
Richard Hacek

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 20, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon I-205-7(52)309
S.E. Division Street U'Xing
Contract 8575
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

I concur in the 92-day extension of contract time as recommended in your September 14, 1978, memorandum.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 25 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 14, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Division St. U'xing (BLE/SP Line)
Multnomah County
FAP No. I-205-7(52)309
Contract No. 8575

Selby Bridge Company, contractor on this project, has requested a 100-day increase in the number of days in which to complete the contract. Structure redesign and related price negotiations prevented the contractor from doing any structure work and is the basis for his claim.

On September 21, 1977, about a month after work began, the contractor was directed not to proceed with any structure work due to proposed design changes in the structure. Dissatisfaction in the design by the City and County prompted the revisions. The revisions involved major changes, reducing the width of the structure by 29 feet. On December 22, 1977, a tentative agreement was reached which allowed the contractor to pursue the new structure work.

The revisions, made by the State at the City and County's request, were substantial to the extent they required a complete revised set of bridge drawings. Any planning of work, ordering of materials or other progressive work activities could not be pursued until redesign had been completed and an agreement had been reached. Even with the uncertainty of the situation, the contractor continued working on other contract items, completing Phase "A" within the allotted time. The public has incurred no obvious inconvenience and subsequent contracts have not been encumbered by the overrun of time.

The State holds responsibility for delaying the contract due to the substantial redesign of the structure. It is recommended the time from September 21 to December 22, or 92 calendar days be returned to the contractor.

OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
James McNamee
Richard Hacek

E-220 (Rev. 5-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 29, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 360 days to 460 days, within which to complete our Contract No. 8575, without the assessment of liquidated damages. The said contract is described as follows: Division St. Ux'ing. East Portland Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Sept. 21, 1977 through Dec. 29, 1977

All work was ~~barred~~ prevented on the above listed dates due to a revision in the structure width and negotiations for a price agreement (See price agreement #3).

Respectfully submitted,

Selby Bridge Co.
Contractor

By

S.T.&K., Inc.
RECEIVED
JAN 4 1978

CONSENT OF SURETY

Date January 4, 1978

We, United Pacific Insurance Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Randolph E. Nau (SEAL)

Resident Agent
Randolph E. Nau Permit #520

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8575 Contractor Selby Bridge Company

Highway East Portland Freeway

Section SE Division St. U'xing (BLE/SP Line)

Kind of Work Grading, Paving, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Granted

A 92 calendar day time extension is hereby granted for delays incurred in the redesign of the structure.

Recommended for Approval:

Marian Cosft
for Regional Engineer

O. B. Jackman
For Construction Engineer ~~Bridge Engineer~~

A. L. Schmuck
State Highway Engineer

Contract No.	8575
Project designation	I-205-7(52)309 State-Federal
Date awarded	August 1, 1977
Work started	August 25, 1977
Per cent completed	36% 1-21-78 Date
No. of Workdays Allowed	360
No. of Workdays Used	162
No. of Added Workdays Requested	100

SP-57088-734

8575

DATE: September 14, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. G. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Division St. U'xing (BLE/SP Line)
Multnomah County
FAP No. I-205-7(52)309
Contract No. 8575

Selby Bridge Company, contractor on this project, has requested a 100-day increase in the number of days in which to complete the contract. Structure redesign and related price negotiations prevented the contractor from doing any structure work and is the basis for his claim.

On September 21, 1977, about a month after work began, the contractor was directed not to proceed with any structure work due to proposed design changes in the structure. Dissatisfaction in the design by the City and County prompted the revisions. The revisions involved major changes, reducing the width of the structure by 29 feet. On December 22, 1977, a tentative agreement was reached which allowed the contractor to pursue the new structure work.

The revisions, made by the State at the City and County's request, were substantial to the extent they required a complete revised set of bridge drawings. Any planning of work, ordering of materials or other progressive work activities could not be pursued until redesign had been completed and an agreement had been reached. Even with the uncertainty of the situation, the contractor continued working on other contract items, completing Phase "A" within the allotted time. The public has incurred no obvious inconvenience and subsequent contracts have not been encumbered by the overrun of time.

The State holds responsibility for delaying the contract due to the substantial redesign of the structure. It is recommended the time from September 21 to December 22, or 92 calendar days be returned to the contractor.

OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
James McNamee
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8575

Salem, Oregon

September 12, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Division St. U'xing
(BLE/SP Line)
Multnomah County
Contract No. 8575

Selby Bridge Company, contractor on the subject project, has requested a 100-day increase in the number of days in which to complete the contract. Structure redesign and related price negotiations prevented the contractor from doing any structure work and is the basis for his claim.

On September 21, 1977, about a month after work began, the contractor was directed not to proceed with any structure work due to proposed design changes in the structure. Dissatisfaction in the design by the City and County prompted the revisions. The revisions involved major changes, reducing the width of the structure by 29 feet. On December 22, 1977, a tentative agreement was reached which allowed the contractor to pursue the new structure work.

The revisions, made by the State at the City and County's request, were substantial to the extent they required a complete revised set of bridge drawings. Any planning of work, ordering of materials or other progressive work activities could not be pursued until redesign had been completed and an agreement had been reached. Even with the uncertainty of the situation, the contractor continued working on other contract items, completing Phase "A" within the allotted time. The public has incurred no obvious inconvenience and subsequent contracts have not been encumbered by the overrun of time.

The State holds responsibility for delaying the contract due to the substantial redesign of the structure. It is recommended the time from September 21 to December 22, or 92 calendar days be returned to the contractor.

A rough draft letter to the contractor is attached. FHWA approval will be required and a rough draft letter for that purpose is also attached.

OBJ:fr
Att.
cc: Ed Hardt
James McNamee
Robert Church

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9575

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 17, 1978

Seattle-First National Bank
Clark County Branch
P.O. Box 750
Vancouver, WA 98666

Attention: Michael L. Stewart
Assistant Manager

Re: Selby Bridge Company
Contracts 8575 and 8576

Gentlemen:

We have received safekeeping receipt 1316 for TCD 52595 for $100,000.00 maturing September 6, 1978. $35,000.00 is being applied to contract 8575 in lieu of retainage, $40,000.00 to contract 8576 and $25,000.00 is unallocated.

Enclosed is the certificate for the corporation per your request.

I have also attached an informational letter regarding deposits in lieu of retainage. Future certificates issued by your bank should more clearly reflect the assignment.

If we can be of further assistance please contract our office, phone 1-503-378-5034.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

NOTED
C. W. HEAD

JJK:cw

cc: Selby Bridge Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

#8575

9

STATE OF OREGON

INTEROFFICE MEMO

METROPOLITAN OFFICE

TO: HAL VERSTEEG
Head Engineer

DATE: January 27, 1978

FROM: DON ADAMS
Project Development Manager

SUBJECT: I-205-Division Street striping

NOTED
E. S. HUNTER

In November, Cliff Christianson requested consideration be given to modifying the striping plan on Division Street between 96th Avenue and the I-205 overcrossing for westbound traffic.

The latest design had two westbound lanes approaching 96th and three westbound lanes between 96th and the I-205 on-ramp. The right hand lane was forced onto the northbound I-205 freeway on-ramp with two lanes going straight ahead. Under the freeway structure there would be three westbound lanes, two for the westbound to southbound movement and the third a newly developed right lane for westbound traffic to continue west on Division Street.

In response to Christianson's request, our traffic section has justified developing three westbound lanes east of 96th. The three lanes cross 96th and pass the freeway northbound on-ramp, the right lane would then be an optional through or an optional right turn onto I-205. Per the enclosed statements, Multnomah County has agreed to this striping scheme in the attached letter dated January 13th in response to my letter to them December 19th also attached.

Would you please have this latest modification included in the interchange designs for the Division Street-I-205 interchange.

Attachments

cc: [redacted]
A. Olsen

RECEIVED
TECHNICAL SERVICES
JAN 30 '78
REFER TO
Info | Inve | R/W | [illegible] | [illegible] | [illegible] | File

1b

81.125.1387

8575

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 23, 1977

FILE: CON 5 #8575

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: S.E. Division Street U'xing
(BLE/SP Line)
Contract No. 8575

TO: H. S. Coulter
State Highway Engineer

Tentative agreement has now been reached with our contractor, Selby Bridge Company, to build the revised undercrossing structure (Bridge No. 13528 A) using the new 62 foot roadway width instead of the 88 foot width contracted. This structure made up 52-1/2 percent of the original contract money amount, but had not been started at the time this change was brought about by the City of Portland. Other contract work on the detour and major water line change has been in progress.

After several exchanges of information with the contractor and negotiations involving the field and this office, we believe an acceptable price adjustment for the revised plan has been reached. It is detailed on the attached sheet. Basically, this amounts to $42,600 as a lump sum additional payment to the contractor after revising the contract quantities and prices downward on the contract basis for the smaller structure. Reduced quantities derive a net theoretical reduction in the structure cost of $91,728. We will give $42,600 back under the price agreement for the total net impact of the change. This recognizes some increase in unit concrete costs for the reduced quantity. Likewise on reinforcing and prestress steel, some additional overhead time and equipment rental costs and the contractor's effort in re-estimating and revising his work schedule for the new structure. Conversely, the net credit to the State for deleted work amounts to $49,128.

We have carefully reviewed the PCRB Administrative Rule 10.150 regarding contract amendments to determine whether we have any obligation to go to PCRB for an exemption because of this change. The rule speaks of only "cost increase." Our situation here is unique so far in that there is a net cost decrease to the project and a reduction in the contract earnings, but there is an escalation of some of the pricing. If we look at just the net price adjustments in the contractor's favor ($42,600), it is only 6.3 percent of the original contract amount. Due to their lump sum nature, the new totals of the six lump sum items involved, of course, exceeds 10 percent of the contract amount, but it is for a smaller total than originally bid. It is our interpretation that the true new pricing involved ($42,600) is less than 10 percent, so even by the most restrictive of interpretations as to the PCRB intent, there is no obligation to secure their approval. We will therefore take no further action unless advised otherwise.

APPROVED
acting STATE HIGHWAY ENGINEER
DATE: 12-28-77
Proceed as outlined

RECEIVED
STATE HWY ENGR
29
DEC 28 '77
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

This change may also involve a future time extension for the contract. There is no clear delay at this point, but depending on availability of bearing pads and possible unforeseen factors, this change may justify some additional contract time and this will be considered later if it is requested by the contractor.

JAB:fr

Att.

cc: Jack Sollis
Marion Craft

S.E. DIVISION ST. (BLE/SP LINE)
Contract No. 8575

REVISED STRUCTURE QUANTITIES AND COST

Bid Item		Original Contract Amt.	Revised Quantities - Prorated Amounts Unit	Unit Price	Amount
26	Shore & Crib	$ 2,000	LS	$2,000.00	$ 2,000.00
27	Str. Ex.	5,600	600 cy	7.00	4,200.00
28	Str. Ex. Below	560	60 cy	7.00	420.00
29	Str. Conc. 3300#	28,700	LS (155 cy)	(140.00)	21,700.00
30	Str. Conc. 4500#	14,700	LS (102 cy)	(140.00)	14,280.00
31	Str. Conc. 5500#	164,400	LS (784 cy)	(148.11)	116,118.00
32	Reinfor. cement	41,000	LS (124,172#)	(0.2514)	31,217.00
33	Coated Reinfor. cement	18,000	LS (33,200#)	(0.40)	13,280.00
34	Prestressing steel	52,000	LS (46,990#)	(0.7843)	36,854.00
35	Reinforced Conc. End Panels	13,992	289 sy	33.00	9,537.00
36	Three tube rail	11,592	317 LF	36.00	11,412.00
37	1½ Elec. Conduit	990	325 LF	3.00	975.00
38	4½ Elec. Conduit	2,992	165 LF	17.00	2,805.00
	Original Contract	$ 356,526		Sub Total	$ 264,798.00

PRICE AGREEMENT ADJUSTMENT

Extra for longer overhead, equipment rental, traffic devices rental, etc.	$ 10,000.00
Increase in concrete unit costs	15,000.00
Increase in reinforcing & prestress steel unit costs	5,000.00
Disputed quantity of concrete	3,600.00
All other impact of change	9,000.00
Total adjustments in favor of contractor $42,600 lump sum	
Total cost for revised str. work	$ 307,398.00
Net credit to project for deleted work ($49,128.00)	

Form FHWA 121 (Rev. 5-73)

#8575

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 16, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project I-205-7(52)309
Division Street U'Xing ("BLE"/"SP")
East Portland Freeway
Bridge No. 13528 A

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

A revised schematic plan for this structure and for Division Street between 92nd and 96th has been submitted with Mr. Bothman's November 4, 1977, memorandum. The structure has not been significantly widened (two feet) but the approach roadway has been narrowed by one lane. The lanes approaching the bridge have been more closely aligned with the lanes on the bridge.

While this design lacks flexibility for future changes in traffic patterns, capacity to handle the projected traffic volumes is provided. Accordingly, the proposed 62-foot curb-to-curb structure is acceptable and you may proceed as requested. The detail design should assure that the bridge end is not a potential hazard to traffic approaching from the east. Please forward your detailed bridge design revisions including provisions to address the bridge-end issue for review.

Original signed by
E. J. Valach
Dist. Engineer

G. L. Green

cc:
ODOT, Salem (Coulter, Versteeg)
ODOT, Portland-Metro (Bothman)
OSHD, Milwaukie, Reg 1 (Craft)

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STATE HWY ENGR
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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILES

DATE: November 14, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: I-205 Division Street
busway structure

Cliff Christianson advised that a response to my request will be forthcoming this week, giving us approval to proceed with the last scheme. This provides for a 62-foot roadway on the structure.

Christianson also requested consideration be given to the striping plan westbound on Division at the northbound on-ramp to I-205. The question is whether to carry the right-hand lane through the off-ramp, or to provide for a right turn only onto the off-ramp.

A decision is needed as to the development of a third westbound lane at 96th and Division.

ebg

cc: D. R. Adams - Will you pursue the last two items with Tom Schwab, and provide that imput to Hal Versteeg in the design of Division Street.

cc VERSTEEG
HART

REFERRED TO
Beard, Dorn, Cole, Sample, Eriksen, Watson, Hager, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Savage, Trout

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ENGINEERING SECTION

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U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-14-77

FEDERAL AID PROJECT NO.: I-205-7(52)309

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71018

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 205 / Primary 64

GENERAL LOCATION:
"SE Division St. U'ing (BLE-SP Line) Section"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Utility Adjustment
Portland General Electric
TEC NTE $4,373 Federal Funds $4,033

REMARKS

As requested in Mr. Swan's 11-4-77 letter, this will confirm the policy decision of 2-16-77 of this office to include illumination on I-205 projects under the Illumination Agreement with Multnomah County. You are authorized to proceed with temporary detour lighting. Reimbursement on a lump sum basis is approved effective 7-6-77.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-14-77	F. Klaboe	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8575

STATE OF OREGON
METROPOLITAN SECTION

INTEROFFICE MEMO

1-205 N

TO: Walt Hart
Structural Engineer

DATE: November 10, 1977

FROM: Don Adams
Project Development Manager

SUBJECT: Division St. (BLE) Structure

Enclosed is a letter from Multnomah County approving the 62-foot structure width for the subject structure.

Verbal confirmation has also been received from the City of Portland and FHWA.

Please proceed with the design of the structure using 62-feet curb to curb, and 7 foot sidewalks on both sides.

KDL:js

cc: J. Versteeg
Ernie Valicit (FHWA)

11-10-77
Plan changed accordingly
DMS

REFERRED TO
Beard — Dorn
Cole — 3 Sample
2 Eriksen — E. 1 Watson
Hager — Lau
Return / Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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81-125-1387

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

MA PDE PDE TSE SPC
ODOT - METRO
NOV 9 1977

November 8, 1977

Oregon State Department of Transportation AM PDE FILE T/A
Metropolitan Branch
5821 N.E. Glisan Street
Portland, Or. 97213

Attn: Kenneth D. Limbocker, Design Engineer

Dear Mr. Limbocker: Re: I-205 Freeway Structures

This letter is in answer to your request for clarification of structure widths over I-205. It is agreed to by the County that the Division St. structure will be 62 feet wide, curb-to-curb, and have 7 foot wide sidewalks on the north and south sides of the road.

It is also agreed to by the County that the Burnside Street structure may be 55 feet wide, curb-to-curb, with an 8 foot sidewalk on the north side and a 12 foot sidewalk on the south side, in the event design complications prevent a 48 foot wide, curb-to-curb, road design with an 8 foot sidewalk on the north side and 12 foot sidewalk on the south side.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Bebe Rucker

BEBE RUCKER
Senior Planner

BR:ms

8575

ROW 18-4

NOTED
E. S. HUNTER

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 4, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Detour Illumination
S.E. Division St. Uxing
(BLE/SP Line) Section
East Portland Freeway
Multnomah County
Project No. I-205-7(52)309
Contract No. 8575

Dear Mr. Green:

Here is one copy of a lump sum estimate of cost for the installation and removal of temporary detour lighting and a sketch showing the proposed work.

This work was anticipated and is included in the anticipated items of the project. No permits are appropriate. The State is not entitled to a credit for expired service life and no betterment will be derived from this work. The City and the State agree that temporary lighting is necessary and in the public interest. This matter was discussed with Mr. C. T. Christianson and is included in his February 16, 1977, advanced authorization for detour illumination on I-205 projects.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 16, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,373.00.

Yours truly,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

DES:PP:db
Enclosure
cc: E. S. Hunter
Phil Preston

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

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I-205 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILE

DATE: November 4, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: I-205, Division Street
busway structure

On November 4, I discussed the latest plan for the Division Street undercrossing of I-205 with Martin Cramton.

I explained to him the details of the drawing dated 11/3/77, indicated as Drawing 1.A. I specifically explained that the structure would be 62 feet wide and that the bus lane under the Division Street structure had been eliminated.

Cramton agreed to both these changes as being satisfactory.

ebg

cc: [redacted]

Will move total packet 4' north & better match existing street. - all 11/9/77 (Discussed w/KDL)
Copy will be sent to Metro when ready.

✓ Versteeg	RECEIVED	Trout
Christensen		
George		
2 Olson all	NOV 0 8 1977	Do Not File ☐
Terpin		Return To
Sullivan		Bring Up / /
Scott	ENGINEERING SECTION	Action
Savage		

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8575

1-205 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTERO ICE MEMO
Metropolitan Branch

TO: GLEN GREEN, Division Administrator
Federal Highway Administration

DATE: November 4, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Oregon Project I-205-7(52)309
Division St. U'Xing ("BLE"/"SP")
East Portland Freeway
Bridge No. 13528A

Attached are schematic plans for interchange layout at the subject location dated November 3, 1977, which were reviewed with Cliff Christianson on November 3.

I believe the revisions indicated in these schematics address those issues pointed out in your letter to Scott Coulter of October 26, 1977.

The revisions to earlier schematics have been reviewed and are acceptable with the local jurisdictions.

These schematics propose a bridge, Bridge No. 13528A, with a curb-to-curb width of 62 feet.

Your approval to proceed on the basis of this schematic is requested.

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RNB/ldo

~~Attachment~~

cc: F. B. Klaboe
E. H. Versteeg

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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

I-205

N

TO: THE FILE

DATE: November 3, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: I-205 Division Street
busway structure

The attached Drawing 1-A, dated 11/3/77 was discussed with Don Adams, Ken Limbocker, and Doug Wright. Actually, an earlier alternative revision was proposed and discussed, and the result of the meeting was the attached drawing which is satisfactory to the city.

Later on November 3,I presented a copy of the plan to Cliff Christianson for his discussion and review at FHWA. My interpretation is that the plan generally meets the criteria of FHWA but it will have to be reviewed at the regional staff level.

The resultant effort is a 62-foot structure for the busway under Division Street.

ebg

cc: E. H. Versteeg, w/attachment
W. J. Hart

REFERRED TO
Beard — Dorn
Cole — Sample
Erikson FE — Watson
Hager — Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Plan revised approx. as shown
DHS

Hold for OK
from [illegible]
11-8-77
OK as shown
revised

Print to Dixon
also Jewell/ Rev.

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1 Versteeg ✓
3 Christenson DHC
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1 Olson
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Form FHWA 121 (Rev. 8-73)

Glen Green 344-5101
Ramada Inn

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

SUBJECT: Oregon Project I-205-7(52)309
Division St U'Xing ("BLE"/"SP")
East Portland Freeway
Bridge No. 13528A

DATE: October 26, 1977

In reply refer to: HA.6-OR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER
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Ed Hunter
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TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

cy Kansey

Revised plans for this structure dated October 18, 1977, have been submitted for FHWA approval. The plans are in conflict with the interchange layout sheet dated October 17, 1976. The schematic showing lane arrangements and turning movements have also been reviewed.

Considering the Division-Powell connection as the major arterial entering Portland from Central Oregon, it can be expected that a significant portion of the traffic will be unfamiliar drivers to this area. The proposed layout expects these drivers to read a multitude of directional signs for various destinations, execute short merges into designated lanes for different destinations, be aware of special use lanes and execute relating sharp turns for the heavy movements. Under high projected traffic volumes, they are expected to read signs, make decisions and respond correctly at 200 ft intervals or less. You expect two lanes to merge into one in less than 50 ft approaching the bridge in question. Both lanes are directed at the end of the bridge rail constituting a severe roadside obstacle.

For obvious safety and operational reasons the proposed revision to Bridge 13528A can not be approved. A curb-to-curb width of 72 feet would be the minimum width acceptable for this structure.

Please re-evaluate your design for Division St. between 92nd and 98th with signing included as an integral part in accordance with MUTCD criteria. It should be possible to accommodate the City and County traffic patterns and still provide safe and convenient conditions for the traveling public. Please forward your revised design for our review.

for G. L. Green

cc:
Versteeg (ODOT),Salem
Bothman (ODOT),Metro
Craft (OSHD),Milwaukie
Herb Schell, FHWA
Wallace (ODOT),Salem

#8575

8

STATE OF OREGON

INTERCE MEMO

TO: Mr. R. N. Bothman
Metropolitan Engineer

DATE: October 25, 1977

FROM: Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Structure Widths
I-205

NOTED
E. S. HUNTER

The subject of the roadway widths of the cross-street structures on I-205 continues to be a problem. The Division Street busway structure was recently revised after being under contract. We now learn, through a copy of a letter dated October 6, 1977 from Bebe Rucker, Multnomah County Planner, that the Burnside Street structure should have a 48-foot roadway width.

The design of Burnside is virtually complete based on the 55-foot roadway width shown on the vicinity map. A reduction of 7 feet in width from a 55-foot to a 48-foot width will result in a saving of approximately $60,000. If the 48-foot width is adequate, there is no argument but that that is the direction in which we should go. The redesign of the structure will necessitate setting back the bid date one month to February 23, 1978.

Multnomah County was informed of the proposed width of the Burnside Street structure in writing on August 10, 1976. Their exception to that width comes 14 months later.

In order to avoid further unnecessary work, it is suggested that the roadway widths of all the I-205 structures not under contract be reviewed with the appropriate local entities. At this time we are particularly concerned with the width on the Burnside and Glisan Street structures.

WJH:dh

cc E. S. Hunter
J. H. Versteeg
D. H. Moehring
E. L. Hardt

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STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

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Glenn

TO: CARROLL KEASEY
Construction Engineer

DATE: October 20, 1977

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Division Street Structure "BLE" Line

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
OCT 25 1977
CONSTRUCTION SECTION

Berg
Church
Gebauer
Widmer

This is to document the modification of the Division Street structure over the southbound I-205 ramp and busway roadways.

From early 1975 to March of 1976, METRO worked with the City and the County and Tri-Met to develop plan 3 for I-205. Plan 3 shows the "BLE" Line structure as it was originally designed. Plan 3 was adopted by the City and the County as an acceptable plan for I-205. Width of the structure was not indicated numerically but was drawn to scale on the 1"=200' plans developed for the hearing map and identified as plan 3. Plan 3 was approved and adopted by the City and the County in June, 1976.

During the design of the I-205 project, one of the policies that evolved and was agreed to between the City, County and the State was that the major routing for east and west traffic would use Division Street east of I-205 and Powell Boulevard west of I-205. To make this concept work, provision was made in the I-205 construction for connection between Division and Powell. With the connection in operation, the City plans to reduce Division from a four-lane, two-way facility without parking, to a two-lane facility from S.E. 60th east of the city limits. Multnomah County will support this revision modification of Division Street.

In June of 1977, the final design plans were submitted to the County (six copies) and to the City (four copies) for review and comment. No comments were received from either agency prior to the contract letting on July 28, 1977.

After the letting, the City of Portland reviewed the plans in more detail and on August 16, 1977, a meeting was held with the City and the County and ODOT design staff. This meeting, which began as a modification of the radius curb returns at the east end of the "BLE" structure, fostered further review that developed the ultimate modification of the Division Street structure. It is the City's contention that the original width of the "BLE" structure was not supportive of their ultimate plans for Division Street and they want to assure that Division Street will develop to a two-lane, two-way roadway using the "BLE" structure as a means to make this happen. Multnomah County supported the City's position on this structure.

The City requested that we modify this structure by reducing its width from 90 feet curb to curb to 48 feet curb to curb. The 90-foot cross section

125-1387

allowed for four travel lanes, a bus lane, shoulders and an extra-wide median to accommodate channelization for a double left turn for the east to south movement at the interchange ramp. The 48-foot proposal provided for two through lanes and the 16-foot median.

In restudying the traffic pattern, we determined that two lanes are required for eastbound traffic, one lane for westbound traffic and a 16-foot median to provide the "shadow area" for the left turn at the southbound freeway ramp and to provide a possible left turn for buses at the busway ramp intersection on Division. This final configuration provides 60 feet curb to curb plus the standard sidewalk widths which have remained the same on all the other alternatives of 8 feet on each side. Total structure width is 76 feet.

The design of this structure is closely linked to the connection from Division to Powell and the policy of the City and the County on the treatment of those two streets both east and west of I-205. This policy was not adequately reflected in our initial design nor did the review process prior to letting adequately consider this policy. In the cooperative development effort, we have and do work to support local governments' land use and transportation planning. It is our judgement that modification of the Division Street "BLE" Line structure does support that cooperative effort.

If you have any further questions on the details of this brief history, please advise.

DRA/ldo

cc: Ed Hunter
Scott Coulter
Hal Versteeg
Ed Hardt

#8575

8

STATE OF OREGON

INTER[illegible]FICE MEMO

TO: MEMO TO THE FILE

DATE: October 18, 1977

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

The S. E. Division Street Undercrossing structure (BLE-SP Line) on Interstate 205 was placed under contract on August 1, 1977. The successful bidder was Selby Bridge Company.

Preliminary plans were submitted to Multnomah County and the City of Portland by the Metropolitan Division prior to advertising the project for contract. There apparently was no disagreement with the structure design or the number of lanes or lane configuration at that time.

Certain officials with the City and County, in a further review of the contract plans about the first of October, 1977, raised a question concerning the number of travel lanes provided on the Division Street structure. Mr. Bothman met with the concerned officials and it has been agreed to reduce the width of the structure from 80 feet to 60 feet at the request of the local officials.

The plans have been revised accordingly by the Structures Section and copies given C. T. Keasey, Construction Engineer; R. N. Bothman, Metropolitan Engineer; and Ed Hardt, Region I Engineer.

Mr. Keasey and Mr. Hardt are currently engaged in negotiating a contract change reducing the structure width from 80 feet to 60 feet.

Mr. Bothman will, in the future, submit preliminary plans to both the City and the County and assist them in their review of the plans and obtain their approval prior to our advertising for contract.

ESH:ja

cc F. B. Klaboe
H. S. Coulter
R. N. Bothman
C. T. Keasey
Walt Hart
J. H. Versteeg
Ed Hardt

81-125-1387

8575

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 18, 1977

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

TO: MEMO TO THE FILE

SUBJECT: SE DIVISION STREET UNDERCROSSING
CONTRACT 8575
REVISED STRUCTURE WIDTH

After review of the revised structure plans for the Division Street structure on I-205, Resident Engineer Jim McNamee has asked, "Does everyone realize that we are building a 60' wide structure for a 72' wide street?" Jim is concerned because Division Street today is 72' wide and the 60' structure will look rather odd because of that.

I discussed this question with Don Adams, who replied that everyone is aware of the situation and that the City and/or County plan a street-narrowing project in the future in order that the street become the same width as the structure. This being the case, we will begin negotiations with the contractor for construction of the 60' wide structure.

ELH/cr
cc E. S. Hunter
R. N. Bothman
C. T. Keasey
Jim McNamee

cy Verified Hardt 10-20-77

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E. S. HUNTER

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LRW PER MIL PDP 51 9/23/77 3/42

NOTED
E. S. HUNTER

E S HUNTER
J H VERSTEEG
W J HART
E L HARDT

RECEIVED CONCENSUS FOR DIVISION STREET TRANSITWAY STRUCTURE FROM CITY AND COUNTY CONSISTING OF A 76-FOOT STRUCTURE WIDTH INCLUDING WALKS.

NORTH OF CENTERLINE 16-FOOT MEDIAN, 12-FOOT LANE, 4-FOOT SHOULDER, 8-FOOT WALK. SOUTH OF CENTERLINE 12-FOOT LANE, 12-FOOT LANE, 4-FOOT SHOULDER, 8-FOOT WALK.

R N BOTHMAN
METRO

LO

34.04.059

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 2, 1977 Telephone 238-8-26

NOTED
E. S. HUNTER

DOUG WRIGHT
Chief Planner
City of Portland
421 Southwest Main Street
Portland, OR 97204

Re-design of the flare on the Division Street bus lane structure has been completed. Necessary steps are being taken to revise the contract now underway.

COPY 21-2
CCN
I-205

As we discussed, I would appreciate any further comment you may have relative to the design of I-205. The METRO design section and the Salem design section will scrutinize the work done to date to assure a similar incident does not occur in the future.

METRO has attempted to assure the construction plans are sent to city bureaus for review before going to contract on each project. We will make sure the plans are submitted to the major bureaus concerned; Bureau of Planning, Bureau of Traffic Engineering, and Department of Public Works. I believe you were furnished a copy of the complete 1"=50' to date, which is a good resource to review any other inconsistencies with the effort underway.

ROBERT N. BOTHMAN
METRO Manager

ebg

cc: Bebe Rucker - I would appreciate any comments you may have.

bcc: F. B. Klaboe
[redacted]
J. H. Versteeg
W. J. Hart

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FORM 81.734.3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 25, 1977

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Division Street Undercrossing
East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

As directed, the flares on the easterly end of the Division Street structure over the busway and ramp to Foster Road will be removed from our detail maps and the bridge plans are being revised accordingly.

This revision will allow a 30' future curb radius without revision to the structure rather than the 55' future radius provided by the flares on the structure. This should be adequate unless heavy truck use should occur. A 10' curb radius is provided in the present construction plans.

The intent by the City and County is to prohibit right turns to and from Division Street west of I-205. Similar restrictions are proposed at the Powell Interchange, prohibiting right turns to and from Powell Boulevard east of I-205. In both instances these are two-way streets with no restrictions such as exclusive bus routes, etc.

Normal State law would allow a right turn after stopping at the ramp terminals or a free right turn on to the ramp on a green signal. ORS 487.885 gives the Commission and local authorities the authority to designate one-way facilities, safety zones, turns and lanes and states "where traffic conditions warrent, prohibit right or left turns at intersections or prohibit U-turns by all vehicles or certain types of vehicles". Whether traffic conditions would warrent prohibiting right turns for local traffic is questionable. Signing on the freeway and local streets will direct traffic to use the route desired by the City and County. It seems inappropriate to attempt to force local traffic to use circuitous and potentially problem causing routes unless there is a safety problem. There may be capacity reasons why the left turns should be prohibited but I don't believe so.

Our concern in this matter is that local people in the prohibited area will probably fight this or, at least, will make the right turns regardless of signing since there is no apparent reason why these turns should be prohibited. It would seem appropriate to allow flexibility in the design to readily provide a fully standard facility in the future if we are not permitted to construct it in the original project. This is possible on the other two moves at Division Interchange and all four

NOTED
J. H. VERSTEEG

moves at Powell Interchange since they are clear of structures and would require only minor grading, paving and curb work. The elimination of the flares on the east end of the Division structure would allow a 30' curb radius. Anticipated truck traffic would need to be considered to decide whether that would be adequate or whether the structure would need revising if the restriction on turns is removed.

ADO:az
cc: E. S. Hunter
R. N. Bothman
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
AUG 26 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: Walt Hart

DATE: August 19, 1977

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

Bob Bothman has advised me that the County and the City are upset by our design of the Division Street Overcrossing structure of I-205. The point of concern is that we apparently are flaring the bridge ends to accommodate a possible future diamond interchange. This is not within the concept of the project and the design should be changed to conform with the project concept.

If, in the future, the interchange patterns are changed and require flaring of the bridge ends, the flaring will be accomplished at that time.

ESH:ja

cc R. N. Bothman

RECEIVED
AUG 23 1977
BRIDGE SECTION

NOTED: L. L. WALLACE

NOTED:

487.860 Regulation of pedestrian traffic by local authorities. Local authorities may regulate the movement of pedestrians upon highways within their jurisdictions by:

(1) Establishing marked crosswalks and designating them by appropriate marking;

(2) Closing a marked or unmarked crosswalk and prohibiting pedestrians from crossing a roadway where a crosswalk has been closed by placing and maintaining signs giving notice of closure; and

(3) Prohibiting pedestrians from crossing a highway at any place other than within a marked or unmarked crosswalk.
[1975 c.451 s.160]

487.865 Speed regulation in public parks by local authorities. Local authorities may regulate the speed of vehicles in public parks under their jurisdictions and shall place and maintain at all park entrances signs giving notice of any special speed regulation.
[1975 c.451 s.161]

487.870 Regulating use of freeway. (1) The commission and local authorities with respect to a freeway under their respective jurisdictions may prohibit or restrict the use of the freeway:

(a) By parades; and

(b) By persons riding bicycles or other nonmotorized traffic, power-driven cycles or motor bicycles.

(2) A regulation enacted under subsection (1) of this section shall become effective when appropriate signs giving notice thereof are erected upon any freeway and the approaches thereto.
[1975 c.451 s.162]

487.875 Authority to designate through highways and stop intersections. The Oregon Transportation Commission with reference to state highways, and local authorities with reference to highways under their respective jurisdictions, may designate main traveled or through highways by placing at the entrances thereto from intersecting highways traffic control devices notifying drivers to stop or yield the right of way before entering or crossing such designated highways, or may designate intersections or other roadway junctions at which vehicular traffic on one or more of the roadways should yield or stop before entering the intersection or junction.
[1975 c.451 s.163]

487.880 Authority to designate no-passing zones. The Highway Division and local authorities with reference to highways under their respective jurisdictions may determine, in accordance with standards and procedures adopted by the division, where overtaking or passing or driving to the left of the center of the roadway would be especially hazardous and may, by appropriate signs or by a yellow unbroken line on the pavement on the right-hand side of and adjacent to the center line or a lane line of the roadway, indicate the beginning and end of the zones.
[1975 c.451 s.164]

487.885 Authority to designate [illegible] way highway, safety zones, turns and lanes. (1) The Oregon Transportation Commission with reference to state highways and local authorities with reference to highways under their respective jurisdictions may:

(a) Designate by appropriate signs any highway or section or specific lanes thereof upon which vehicular traffic shall proceed in one direction at all or such times as may be indicated by official traffic control devices;

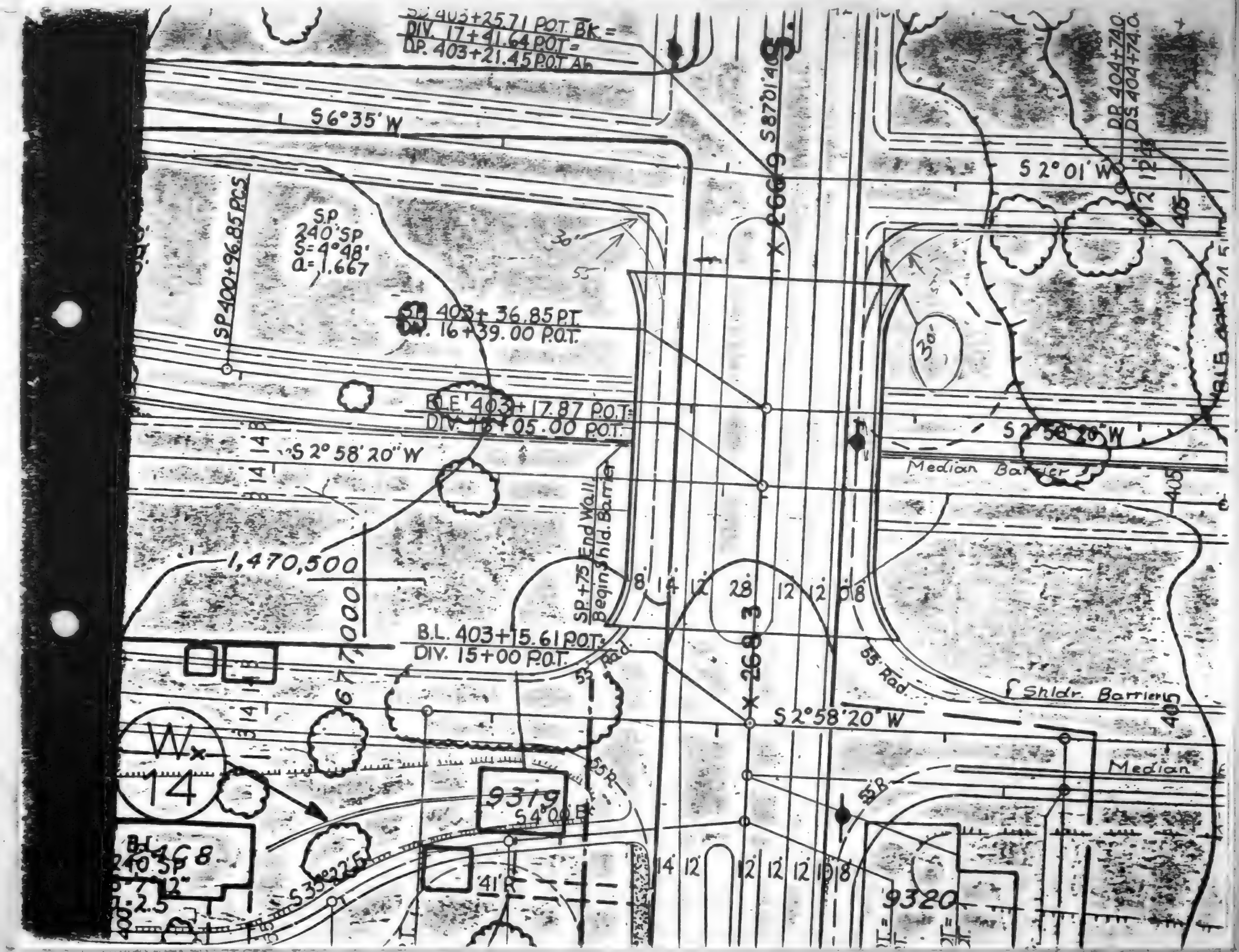
(b) Designate by official traffic control devices certain places on highways as safety zones and regulate and control traffic with respect to such safety zones;

(c) Where traffic conditions warrant, prohibit right or left turns at intersections or prohibit U-turns by all vehicles or by certain types of vehicles; and

(d) Place official traffic control devices within or adjacent to intersections and thereby require and direct that a different course from that specified in ORS 487.390 be traveled by vehicles making turning movements at, or proceeding through, intersections.

(2) A local authority shall not designate any highway within its boundaries as a one-way highway if the highway is under the jurisdiction of the Oregon Transportation Commission unless the local authority first obtains the written consent of the commission. A city shall not designate any highway within its boundaries as a one-way highway if the highway is under the jurisdiction of a county unless the city first obtains the written consent of the county.
[1975 c.451 s.165]

487.890 Authority of municipalities and counties to control parking on city, county and state highways. (1) Subject to the provisions of subsection (3) of this section, cities shall have exclusive authority to


S. 403+25.71 P.O.T. Bk. =
DIV. 17+41.64 P.O.T. =
DP. 403+21.45 P.O.T. Ah
S6°35'W
SP 400+96.85 PCS
S.P.
240' SP
S=4°48'
a=1.667
30'
55'
403+36.85 P.T.
DIV. 16+39.00 P.O.T.
B.L.E. 403+17.87 P.O.T.=
DIV. 16+05.00 P.O.T.
S 2°58'20" W
14'
1,470,500
7,000
B.L. 403+15.61 P.O.T.
DIV. 15+00 P.O.T.
53' Rad.
W
14
9319
S4°00 E
BL 468
240 SP
S33°22'5
41' R
SP+75 End Wall
Begin Shld. Barrier
8' 14' 12' 28' 12' 12' 18'
S 87°01'40" E
1,266.93
S 2°01' W
DP 404+74.0
DS 404+74.0
30'
S 2°58'20" W
Median Barrier
405
53' Rad.
℄ Shldr. Barriers
S 2°58'20" W
Median
55R
14' 12' 12' 12' 12' 18'
9320

8575

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-6	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-22-77	State Oregon County Multnomah Project No. I-205-7(52)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, SE Division St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 768,066	$ 708,464

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By _____

~~State Highway Engineer~~
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 22 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon August 15, 1977

Federal Aid Project
No. I-205-7(52)309

S. E. Division St. U'xing (BLE/SP Line) Section
East Portland Freeway Highway
Multnomah County

Project Agreement Estimate

Type Code X781
S. E. Division St. U'xing, Br #13528A (Sta. 403+28)

Detour			
Mobilization	All Required		$ 65,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	196 Sq. Ft.	6.00	1,176.00
Temporary Barricades	3 Each	70.00	210.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 Lin. Ft.	5.00	1,750.00
Temporary Plastic Safety Markers	12 Each	70.00	840.00
Temporary Reflective Pavement Markers	160 Each	5.00	800.00
Flagmen	180 Hours	17.00	3,060.00
General Excavation	15,047 Cu. Yd.	2.00	30,094.00
Trench Excavation	1,520 Cu. Yd.	7.00	10,640.00
Bituminous Base	450 Ton	20.00	9,000.00
1"-0 Aggregate Base	1,850 Ton	7.00	12,950.00
Class "B" or Class "C" Asphalt Concrete	770 Ton	18.00	13,860.00
12-inch Sewer Pipe	72 Lin. Ft.	15.00	1,080.00
12-inch Culvert Pipe	80 Lin. Ft.	8.00	640.00
Concrete Inlets, Type P	2 Each	400.00	800.00
Concrete Inlets, Type P Modified	5 Each	500.00	2,500.00
Gravel Sump	4 Each	400.00	1,600.00
8-inch Drain Pipe	196 Lin. Ft.	10.00	1,960.00
3/4"-0 Gravel in Drains	30 Cu. Yd.	15.00	450.00
Extra for Asphalt Walks	535 Sq. Yd.	2.00	1,070.00
Drainage Curbs	1,745 Lin. Ft.	1.60	2,792.00
51-inch Water Main	All Required		130,000.00
Sand Bedding	275 Cu. Yd.	35.00	9,625.00
Concrete Bedding	89 Cu. Yd.	100.00	8,900.00
Structure			
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	800 Cu. Yd.	7.00	5,600.00
Structure Excavation Below Elevations Shown	80 Cu. Yd.	7.00	560.00
Structural Concrete, Class 3300 (205 c.y.)	All Required		28,700.00
Structural Concrete, Class 4500 (105 cu.yd.)	All Required		14,700.00
Structural Concrete, Class 5500 (1,110 cu.yd.)	All Required		164,400.00

Reinforcement (163,100 lb)	All Required		41,000.00
Coated Reinforcement (45,000 lbs.)	All Required		18,000.00
Prestressing Steel (66,300 lbs)	All Required		52,000.00
Reinforced Concrete Bridge End Panels	424 Sq. Yd.	33.00	13,992.00
Three Tube Metal Railing	322 Lin. Ft.	36.00	11,592.00
1½-inch Electrical Conduit	330 Lin. Ft.	3.00	990.00
4½-inch Electrical Conduit	176 Lin. Ft.	17.00	2,992.00
			$677,323.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 100.00
Temporary Pavement Striping (S.F.)	All Required	100.00
Temporary Erosion Control (E.W.)	All Required	500.00
On-the-Job Trainee (1 at $800)	All Required	800.00
Credit for 4½-inch Electric Conduit (Fire Alarm Bureau)		(2,112.00)
		$ (612.00)
	Subtotal	$676,711.00
	Engineering	91,355.00
	Total	$768,066.00

Length of Structure 0.022 mile

Work Retained in Program Status (not included in totals below)		
Temporary Illumination (Power Co.)	All Required	$ 4,500.00
Powell Valley Water District	All Required	35,000.00

Federal Funds (92.24%)	$708,464.00
State Funds	59,602.00
TOTAL	$768,066.00

Group 1 100%
Contract No. 8575
Prefix 626-1035

#8575 8-23-77 9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
SAlem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-11-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify) Utility adjustment
(Powell Valley Rd. Water District)
(S.E. Division St. U'xing)
TEC NTE $26,759 F.F. $24,682

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-11-77 letter, this will confirm the verbal authorization of 8-11-77 by Mr. C. T. Christianson to proceed with the adjustments of Powell Valley Rd. WAter District's water works facilities along the S.E. Division St. crossing. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory, providing the appropriate Civil Rights Clauses are included.

I approve the agreement with Powell Valley Rd. Water District consisting of their letter of 8-4-77 and the plans and Estimate furnished by Mr. Swan's 8-11-77 letter. Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-23-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8575

Walt Hart August 19, 1977

E. S. Hunter
Technical Services Engineer

Bob Bothman has advised me that the County and the City are upset by our design of the Division Street Overcrossing structure of I-205. The point of concern is that we apparently are flaring the bridge ends to accommodate a possible future diamond interchange. This is not within the concept of the project and the design should be changed to conform with the project concept.

If, in the future, the interchange patterns are changed and require flaring of the bridge ends, the flaring will be accomplished at that time.

ESH:ja

cc R. N. Bothman

8575

N

FORM 01.7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon

August 16, 1977

FROM: Dan Gano, Regional Geolgist

SUBJECT: Multnomah St.-Division St. Section
I-205, East Portland Freeway
Multnomah County

TO: Max Klotz, Technical Services Engineer

Jerry Rien, Road Design Section, requested (by telephone) that we review proposed bottomless catch basins which would drain into very shallow dry wells. It was decided that permeability tests would be necessary at each of the proposed sites. Jerry Rien provided maximum design drainage requirements for the catch basins. Permeability tests were completed February 1977. The attached permeability test results were given to Jerry Rien by telephone.

Test pits were dug at each of the proposed catch inlet sites with a 3/8 cu. yd. clam bucket. The test pits measured 3' x 5' wide and were 6' deep. This is the approximate size of dry wells proposed for use with the bottomless catch basins. A controlled flow of water equal to the design drainage requirements was directed into each pit to determine if existing ground conditions would provide adequate permeability. If permeability was less than needed, the flow was reduced until the water level stablized in the pit. The flow rate (g.p.m.) was then determined. If satisfactory results were not obtained, the test pit was deepened until visual inspection indicated more permeable conditions on which to run additional tests. This procedure was repeated until desired results were obtained or until the practical depth for dry well excavation was exceeded and caving conditions developed. It is recommended that similar field permeability tests be made on all future sites for proposed dry wells.

cc: Hardt, Yarbrough, File, Versteeg, Johnsen, Terpin, Davis, Gregg, Olcott

REFERRED TO

Beard, Reed, 2 Col, E.C., 1 Erikson, 3, FW, Hager, Return, Discuss, Do, BY FINAL DESIGN

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

DIVISION ST. OVERCROSSING

9575

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"A"	"L" 404+10 475' Rt.	268	6'	260 gpm	70 gpm	1 hour
"A"	"	"	21'	"	"	"
"B"	"L" 404+35 140' Rt.	265	6'	180 gpm	70 gpm	1 hour
"B"	"	"	15'	"	200 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' - 9' below finish grade) of the attached typical section. A depth of 15' at location B will be necessary for anticipated runoff. Location will have to be designed for a maximum runoff of 70 gpm per dry well.

MARKET ST. UNDERCROSSING

9539

"C"	"L" 379+15 255' Lt.	266	7'	110 gpm	200 gpm	1 hour
"D"	"L" 378+90 88' Lt.	265	8'	"	150 gpm	1 hour
"E"	"L" 374+15 31' Rt.	265	9'	"	150 gpm	1 hour
"F"	"L" 379+75 127' Rt.	265	9'	"	140 gpm	1 hour

Proposed bottomless catch inlets would be quite sufficient in these areas.

1 Versteeg
2 Olson
3
Scott
Overton
Sorge

RECEIVED
AUG 30 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return
Bring up ___/___/___
Other

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

WASHINGTON ST. U'XING

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"G"	"L" 354+00 65' Rt.	273	6'	50 gpm	10 gpm	1 hour
"G"	"	"	16'	"	11 gpm	"
"G"	"	"	26'	"	95 gpm	"
"H"	"L" 353+54 212' Lt.	275	6'	"	40 gpm	"
"H"	"	"	15'	"	60 gpm	"
"H"	"	"	26'	"	60 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of about 25' will be necessary for anticipated runoff.

BURNSIDE ST. U'XING

2695

"L"	"L" 336+08 335' Lt.	291	6'	160 gpm	15 gpm	1 hour
"L"	"	"	10'	"	120 gpm	"
"M"	"L" 335+75	292	10'	"	120 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 10' will be necessary for anticipated runoff.

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

STARK ST. U'XING

5537

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"I"	"L" 348+97 196' Lt.	278	6'	100 gpm	2 gpm	1 hour
"I"	"	"	13'	"	16 gpm	"
"I"	"	"	18'	"	110 gpm	"
"J"	"L" 349+21 21' Rt.	277	6'	110 gpm	23 gpm	1 hour
"J"	"	"	13'	"	16 gpm	"
"J"	"	"	18'	"	110 gpm	"
"K"	"L" 349+21 233' Rt.	277	6'	200 gpm	No test	
"K"	"	"	13'	"	16 gpm	1 hour
"K"	"	"	18'	"	100 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 18' will be necessary for an estimated 110 gpm maximum surface runoff.

8575

ROW 10-4

c
g

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

E. S. ELISECE
Administrator and
State Highway Engineer

August 11, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facilities Adjustment
Powell Valley Road Water District
Clackamas River-Washington State
Line Utility Project
(S.E. Division St. U'xing Section)
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Powell Valley Road Water District's facilities dated August 4, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

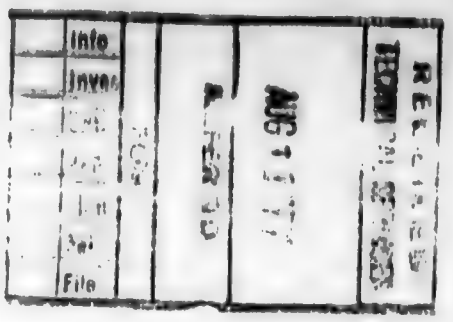
A copy of the relocation letter to the District dated July 7, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to accredit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the District's facilities and has been provided for in the attached estimate.

Noted
E. S. Hunter



Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 11, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,535.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Attc.

cc: E. S. Hunter
Robert Church
Jack M. Cartwright
Gary Kennen

8575

James McNamee
Resident Engineer

August 5, 1977

R. D. Church
Contract Payments Engineer

Contract No. 8575
S.E. Division St. U'xing
(BLE/SP Line)
East Portland Freeway

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, Selby Bridge Company, the contractor for the project, is a "foreign contractor' and we are required to enforce this section.

We are enclosing a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Department of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

BDC:bz
Enclosures

cc: C. T. Keasey
Ed Hardt, Region 1
Dick Hacek

8575 I-205 N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/29/77
Donald L. Root

1-28-77 Bid Letting _____ All Clear Deadline

SECTION SE Division St. U'Xing
Highway E. Portland Fwy.
County Multnomah Region _____
Type of Work Ramp Str - Detour Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS		X				Problems are covered in Spec's.
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands					X	
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X		X		
Cultural Salvage	X					
NOISE:						
Noise Study		X		X		

8575

RGW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 12, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

ATTN: C. T. Christianson

Engineering Service Agreement
Carter, Bringle & Associates
Powell Valley Rd. Water District
Clackamas River-Washington State
Line Utility Project
[S.E. Division St. U'xing (BLE/
SP Line) Section]
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Sir:

Here is a copy of a fully executed Engineering Service Agreement between Powell Valley Road Water District and Carter, Bringle and Associates which provides for engineering services to the District to relocate or adjust their water facilities in conflict with the proposed construction of the subject section of the East Portland Freeway. A fully executed copy of the certification of ODOT/Consultant will be forwarded upon receipt.

Powell Valley Road Water District does not have sufficient engineering staff to accomplish the engineering work required to design the reconstruction or adjustment of their water facilities in conflict with the East Portland Freeway construction.

Carter, Bringle and Associates was utilized by the District for the relocation of their facilities on the S.E. Grant St.-S.E. Division St. (S.E. 96th Dr.) Section and the S.E. Powell Blvd.-S.E. Foster Rd. Section. The attached agreement is in the same format as approved on the previous projects.

Your approval of the Engineering Service Agreement and confirmation of your verbal authorization to proceed with the engineering services as of July 12, 1977, under the provisions of PPM 30-4 and FHPM 6-1-2-2 is requested. Estimated cost to the State is $2,676.04.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enc.
cc: E. S. Hunter, D. E. Swan, Gary Kennen

RECEIVED
STATE HWY ENGR
JUL 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

8575

8

July 11, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 28 on the following projects:

1. Old Dry Creek-Ochoco Highway
   Mill Creek Road (County Road), Crook County
   Grade and Base - 28-foot top width

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Barnett Road at Black Oak Drive in Medford
   Jackson County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Chocktoot Street and First Avenue in Chiloquin
   Klamath County
   Grade and Pave - city streets with two 12-foot lanes and two 8-foot parking strips

   Same as No. 1.

4. 7th Avenue-Willamette River (Eugene)
   Eugene-Springfield Highway, Lane County
   Structure Repair

   Same as No. 2.

5. Parsons Creek Bridge
FAS A464, Marcola Road, Lane County
Structure - 37.5-foot roadway on bridge incorporating a right turn lane.

Same as No. 1.

6. Long Tom River Bridge
FAS A456, High Pass Road, Lane County
Grade, Pave and Structure - 37.5-foot roadway on structure

Grading and paving incidental to structure.
Same as No. 1.

7. N.E. Glisan Street-S.E. Division Street
East Portland Freeway Highway, Multnomah County

This section incorporates a 10-foot Class I bikeway.

8. S.W. Barbur Blvd-S.W. Taylors Ferry Road
Terwilliger Boulevard, Multnomah County

This is a bikeway project consisting of the construction of Class I and Class II bikeways.

9. S.E. Division Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structure

Grading and paving incidental to structure. 8-foot sidewalk/bikeway provided on each side of structure.

10. N.E. Prescott Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Same as No. 9.

11. N. Banfield Intchge (N.E. 102nd Avenue Structure)
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Grading and paving incidental to structure. One 8-foot sidewalk provided; structure parallels proposed I-205 bikeway.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell

8575

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(52)309

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71018

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 205	Primary 64

GENERAL LOCATION:

"S.E. Division St. U'xing (BLE-SP Line) Section"

GENERAL DESCRIPTION OF WORK:

Structure X781 - miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent and temporary pavement striping (SF)	$ 200
Temporary erosion control	500
On the job training	800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 782,914 - Federal funds 722,159.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77		For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—531-035

8575

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977

Telephone 238-8226

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 120 (Rev. 8-72)

8575

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 21, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)
SE Division Street Oxing - #13528
SE Division Street Busway Uxing - #13528A

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

NOTED
E. S. HUNTER

Preliminary plans for these structures are approved.

G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAR 22 '77
REFER TO
Bridge
FOR

Cy Rulien

CON 21-2
I-205
Salmon-
Bush

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

March 16, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

S.E. Division St. Oxing
S.E. Division St.-Bus Lane Oxing
East Portland Freeway
Multnomah County
Bridges 13528 and 13528A
Ore.Proj. I-205-7(-)

Your file 1041 BR.1

We have reviewed the comments in your approval letter of February 28, 1977.

1. The timing of building the busway and ramp crossing structure has been considered. The ramp will be used as a haul road to move material to the south of Division Street in upcoming grading contracts and will eliminate the need for a haul structure over Division Street. This will also allow the detour of Division Street traffic to be completed before the mainline structure is built.

2. We have estimated the cost of spread footings at the end bents on the mainline structure and find they would cost slightly more than the pile bent we have proposed.

3. We do not feel the busway structure is the proper place to consider reinforced earth design.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

JMT:dh

cc E. S. Hunter

Form 81-734-3123

8575

9

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 28, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)
SE Division St. Oxing - #13528
SE Division St. Busway Uxing - #13528A

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's December 15, 1976 letter transmitted preliminary plan data for these two structures. We have reviewed the data and have the following comments:

1. The geometrics of both structures are adequate and they are approved.

2. Inasmuch as the busway structure also crosses one of the freeway ramps, we will approve construction of the structure; however, it appears that temporarily deferring the construction until more information is available on the busway would not significantly affect this particular location and we recommend that you consider this in your project development.

3. The Foundation Recommendation indicates that spread footings are suitable at all bents. Would you please investigate the possibility of changing the end bents of the mainline structure to spread footings, if it is more economical.

4. It appears that the busway structure would be a suitable location and type structure to utilize the Reinforced Earth design. Would you please consider this alternate.

RECEIVED
STATE HWY ENGR
MAR 1 '77
REFER TO Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

For G. L. Green

cc:
OSHD (W Hart)

NOTED
E. S. HUNTER

8575

9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BR 13528 and A

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

December 15, 1976

S.E. Division St. Oxing
S.E. Division St.-Bus Lane Uxing
East Portland Freeway
Multnomah County
Bridges 13528 and 13528A Division St Xings
Oregon Project I-205-7(2)302

NOTED
E. S. HUNTER

Enclosed are two prints each of drawings 31502, 31521, 31533, and 22396 which are the preliminary plan and elevation sheets, typical sections, and vicinity map for the subject structures. Also enclosed are two copies of the foundation recommendation.

The roadway widths and alignment are in accordance with the requirements for this project. The lengths were established to span the roadway sections underneath and the elevation to provide a minimum of 17 feet vertical clearance under the structures.

Two alternates were studied for the Freeway Overcrossing of Division Street. A three-span, post-tensioned box girder and a three-span, reinforced concrete box girder. Both alternates were estimated to be the same cost. These were the only types of structure shallow enough to obtain the required 17 feet vertical clearance. The reinforced concrete box girder was selected as being the most appropriate at this location.

For the Division Street Overcrossing of the S.P. line and Busway, the only practical span arrangement is a single span and because of the depth restrictions, this must be post-tensioned.

The estimated cost of these structures, based on approximate quantities with an allowance for engineering and contingencies is:

Bridge 13528	$1,086,000
Bridge 13528A	541,000
Total	$1,627,000

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

Enclosures

cc E. S. Hunter
R. N. Bothman /w/ 2 copies of drawings
L. W. Rulien

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 19, 1972

In reply refer to: 10-35.6

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302
Division Street Overcrossing

NOTED
A. E. JOHNSON

Need Hart
plus discuss

We have reviewed the Division Street overcrossing submitted by Mr. Wallace's April 13 and Mr. Johnson's August 25 letters. We approve the three-span post-tension girder with the sloped columns as requested in your letters. They will be aesthetically pleasing and functional at this location.

Please note the northbound acceleration lane from I-80N should be reviewed. The exit on this structure is nonexistent; however, lengthening it by up to 2,000 feet would provide proper merging. Mr. Valach will discuss this item with you.

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Invest | R/D | Dir | Sign | Act | File

10-24-72
AL

NOTED
E. S. HUNTER

RECEIVED
NOV 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1972
BRIDGE DIVISION

NOTED
W. J. HART

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
AUG 29 1972
FOR FILING
EPF

August 25, 1972

588

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Division Street Undercrossing
S. E. Salmon Street-S. E. Bush Street
East Portland Freeway (I-205)

Attached are five copies of the architectural sketches and detailed estimates, which you requested in your letter of July 18, 1972.

The estimates were based on the use of steel piling for all three alternates. Elimination of the steel piling for the cantilever type is subject to review. This would call for a larger footing with an increase in Class "A" concrete and excavation quantities.

Although we estimated the cost of a single span with cantilevers, we do not feel that it is the best choice for this particular location. Live loading in the center span would result in an upward deflection of the ends of the impact panels supported by the cantilevers.

The three-span, post-tensioned girder with sloped columns is, in our estimation, the most aesthetically pleasing design of the three types which were studied.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

LLW:ag ja

BRIDGE SECTION

ESTIMATE SHEET

Bridge Name S.E. DIVISION ST. O'ING County MULTNOMAH Bridge No. 13508 & A
Section and Station S.E. SALMON - S.E. BUSH Highway EAST PORTLAND FREEWAY
Estimate Made By DJE Date 2-1-72 Checked By _____ Date _____
Description PRELIMINARY

43'-120'-53' P.T.C.B.G. W/ INCLINED BENTS

Estimate From No plans
(Strike out the ones which do not apply) Sketch
Completed plans; Drawing No.

Calculation Book No. _____ Loading ALTERNATE #1

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	1750	-	1750	$5.00	$8750
Excavation Below Elevation Shown	Cu.Yd.					
Untreated Timber Piling	LinFt.					
Treated Timber Piling	LinFt.					
Steel Piling HP10x42	LinFt.	20,000	-	20000	$5.00	$100,000
Prestr. Conc. Piling	LinFt.					
Drive Timber Piling	Each					
Drive Steel Piling HP10x42	Each	440	-	440	$120.00	$53,800
Splice Steel Piles	Each					
Drive Prestressed Concrete Piling	Each					
Class 'A' Concrete	Cu.Yd.	1260	200	1460	$110.00	$160,600
Class 'B' Concrete	Cu.Yd.	-	4150	4150	$130.00	$539,500
Class Concrete	Cu.Yd.					
Class Concrete	Cu.Yd.					
Metal Reinforcement	Lbs.	378,000	856,000	1234000	$0.17	$209,800
Metal Reinforcement	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestressing Steel	Lbs.	-	215,000	215,000	$0.47	$101,000
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Rail #	LinFt.					
Rail #	LinFt.					
Slope Paving	SqYd.	4150	-	4150	$10.00	$41,500
Berm Paving	SqYd.					
Drain Pipe	LinFt.					
Drain Pipe	LinFt.					
DECK SEAL	Sq.Yd.	-	6600	6600	$2.00	$13,200
Removal of old Bridge	All	-	-	-	-	-
Maintenance of Traffic	All	-	-	-	-	-
Subtotal						$1,333,600
Plus 20 Per Cent for Engineering & Contingencies						$266,720
TOTAL COST						$1,600,320

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

ESTIMATE SHEET

Bridge Name S.E. DIVISION ST. O'ING County MULTNOMAH Bridge No. 18528 & A
Section and Station S.E. SALMON. - S.E. RUSH Highway EAST PORTLAND FREEWAY
Estimate Made By T.J.E. Date 2-1-72 Checked By _____ Date _____
Description PRELIMINARY
40' CANT. - 136' - 40' CANT. P.T.C.B.G.

Estimate From No plans
(Strike out the ones Sketch
which do not apply) Completed plans; Drawing No.

Calculation Book No. _____ Loading ALTERNATE #2

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	800	-	800	$5.00	$4000
Excavation Below Elevation Shown	Cu.Yd.					
Untreated Timber Piling	LinFt.					
Treated Timber Piling	LinFt.					
Steel Piling HP10x42	LinFt.	12,800	-	12,800	$5.00	$64,000
Prestr. Conc. Piling	LinFt.					
Drive Timber Piling	Each					
Drive Steel Piling HP10x42	Each	320	-	320	$120.00	$38,400
Splice Steel Piles	Each					
Drive Prestressed Concrete Piling	Each					
Class 'A' Concrete	Cu.Yd.	760	200	960	$110.00	$105,600
Class 'AA' Concrete	Cu.Yd.	-	4405	4405	$130.00	$572,650
Class Concrete	Cu.Yd.					
Class Concrete	Cu.Yd.					
Metal Reinforcement	Lbs.	228,000	907,000	1135,000	$0.17	$193,000
Metal Reinforcement	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestressing Steel	Lbs.	-	265,000	265,000	$0.50	$132,500
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Rail #	LinFt.					
Rail #	LinFt.					
Slope Paving	Sq.Yd.	4150	-	4150	$10.00	$41500.
Berm Paving	Sq.Yd.					
Drain Pipe	LinFt.					
Drain Pipe	LinFt.					
DECK SEAL	Sq.Yd.	-	6600	6600	$2.00	$13,200.
Removal of old Bridge	All	-	-	-	-	-
Maintenance of Traffic	All	-	-	-	-	-
Subtotal						$1,164,850
Plus 20 Per Cent for Engineering & Contingencies						232,970
TOTAL COST						$1,397,760

ESTIMATE SHEET

ridge Name S.E. DIVISION ST. O'XING County MULTNOMAH Bridge No. 13528 S/A
ection and Station S.E. SALMON-S.E. RIVER Highway EAST PORTLAND FREEWAY
stimate Made By DJE Date 2-2-72 Checked By _____ Date _____
escription PRELIMINARY

stimate From No plans 150' P.T.C.B.G.
Strike out the ones Sketch
which do not apply) Completed plans; Drawing No.

alculation Book No. _____ Loading ALTERNATE #3

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
obilization	All					
oring, Cribbing, etc.	All					
tructural Excavation	Cu.Yd.	1480	-	1480	$5.00	$7400
xcavation Below Elevation Shown	Cu.Yd.					
treated Timber Piling	LinFt.					
reated Timber Piling	LinFt.					
teel Piling HP10X42	LinFt.	12060	"	12060	5.00	60,300
restr. Conc. Piling	LinFt.					
ive Timber Piling	Each					
ive Steel Piling HP10X42	Each	236	-	236	120.00	28,320
lice Steel Piles	Each					
ive Prestressed Concrete Piling	Each					
ass 'A' Concrete	Cu.Yd.	1910	1160	3100	110.00	341,000
ass 'AA' Concrete	Cu.Yd.	-	3200	3200	130.00	416,000
ass Concrete	Cu.Yd.					
ass Concrete	Cu.Yd.					
tal Reinforcement	Lbs.	388,000	920,000	1308,000	.10	222,360
tal Reinforcement	Lbs.					
ructural Steel	Lbs.					
ructural Steel	Lbs.					
ructural Steel	Lbs.					
ructural Steel	Lbs.					
estressing Steel	Lbs.	-	268,000	268,000	0.50	134,000
estr. Conc.	Each					
estr. Conc.	Each					
estr. Conc.	Each					
estr. Conc.	Each					
l #	LinFt.					
l #	LinFt.					
pe Paving	SqYd.	1350	-	1350	10.00	13500
m Paving	SqYd.					
in Pipe	LinFt.					
in Pipe	LinFt.					
CK SEAL	Sq.Yd		4600	4600	2.00	9200
oval of old Bridge	All	-	-	-	-	
ntenance of Traffic	All	-	-	-	-	

Subtotal _____ $1232,080
Plus 20 Per Cent for Engineering & Contingencies 246,420
TOTAL COST $1,478,500

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George H. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 18, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)-
S.E. Market St.-S.E. Bush St. Section
Division St. U'xing - #13528 & A

Mr. Wallace's April 13 memorandum states that three types of structures were considered. Before we send this submission ahead we would like artist sketches for at least the sloped column alternate and the cantilever alternate, if possible. It is our opinion that you have placed a high value on esthetics at this site and we would like you to furnish as much additional support as you have to support your choice, including your detailed estimates. The foundation report indicates that if another type was selected, you could at least delete the piling.

7-27-72

RECEIVED
JUL 28 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

GPO 917-544

8575

RECEIVED
APR 17 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 13, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Division Street Undercrossing
S. E. Salmon St.-S.E. Bush St. Section
East Portland Freeway (I-205)
Multnomah County, Bridges 13528 and A

Enclosed are five prints of Drawings 27930, 27931 and 27581, which are the preliminary plan and elevation and the vicinity map for the Division Street Undercrossing structures. The foundation recommendation will be forwarded to you when it becomes available. Preliminary foundation information indicates the use of steel piling at all bents.

The northbound structure carries five lanes of freeway traffic plus an acceleration lane plus a one-lane facility for the collector road system. The distance between the gutter lines of these two facilities permits a single structure rather than separate structures in the interest of safety. The southbound structure carries five lanes of freeway traffic plus the start of an interchange ramp plus a one-lane facility for the collector road system. These two facilities are also incorporated in one structure. Division Street carries three lanes each way with a 16-foot median allowing for a turning lane and six-foot shoulders.

A three-span, post-tensioned box girder with sloped columns was chosen to provide the required opening and a thin, aesthetically pleasing structure. A single span box girder on abutments and also a single span with cantilevers were considered, but would not provide as good appearance as the above, and would require more structural depth. The estimated costs based on approximate quantities and including an allowance for engineering and contingencies are as follows:

	Total Both Structures
Three span P.T.C.B.G. with sloped columns	$ 1,481,000
Single span P.T.C.B.G. on abutments	1,479,000
Single span P.T.C.B.G. with cantilevers	1,398,000

This is being sent to you as a preliminary submittal for your approval.

JEB/ag

Attachs.

cc: A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8570 N.E. Prescott St. O'Xing Sec 197
of E. Ptld. Fwy. just north of
Portland (Gr, pave & structure)

9576

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-205-7(53)313
N.E. Prescott Street Undercrossing
Multnomah County

DATE: September 12, 1979

In reply refer to: HFO.8-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's letter of August 21, 1979, requesting change in method of payment to cover cost overrun by Portland General Electric on installation of detour lighting cannot be approved. Method of payment is determined upon initial request under the provisions of FHPM 1-4-4.

It is understood that at times there may be an overrun on a lump sum basis as well as an underrun for which repayment is not requested. It is suggested that utility adjustments of this nature be requested on an actual cost basis in the future.

for G. L. Green

cc:
ODOT (D E Swan)
OSHD (J Cartwright)

RECEIVED
STATE HWY ENGR
SEP 13 '79
REFER TO
Info Art File

9-14 up

cy JBB

8576

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 22 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

August 21, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Cost Overrun
Detour Illumination
NE Prescott U'xing
East Portland Freeway
Multnomah County
Project No. I-205-7(53)313
Contract No. 8576

Dear Mr. Green:

Reference is made to my letter of November 4, 1977, which submitted an estimate of cost from Portland General Electric Company for the installation and removal of temporary lighting at the detour on the subject project. Reference is also made to your PR 1240 dated November 14, 1977, which approved the illumination work by PGE on a lump sum basis.

Our request for the installations of the temporary lighting by lump sum agreement was erroneous. PGE had not requested the installation on a lump sum basis. The estimated cost of the relocation work was $562 of which the State was obligated to reimburse PGE 100%. Your approval of Federal participation was based on a lump sum agreement with the cost to the State not to exceed $562.00.

The installation and removal of the temporary lighting has been completed. Final cost to PGE is $749.88. This is an overrun of $187.88 or 33.43% of the approved estimated cost. PGE has provided an explanation for the cost overrun in their letter of September 16, 1977, a copy of which is attached. Attached for your information is my original letter of November 4, 1977, and your PR 1240 dated November 14, 1977.

Your approval for Federal Participation in the total cost of the temporary illumination installation and removal on an actual cost basis is requested. Total cost to the State is $749.88. The cost will be covered by SFO No. 1 and Supplement No. 1 under contract 8576, Prefix 626-1036.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC:mm
Attachments ✓
bc: E. S. Hunter, Jack M. Cartwright, Rich Evans, Gary Kennen

Form 81-734-3123 (Rev. 7-77)

85-6

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

7-11-79

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-11-79	C. T. Christianson, Area Engineer	I-205-7(53)313

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-1-78	2-13-79	100 %	S.C.D. 6-1-78

APPROVED EXTENSIONS	LOCATION
None	Intersection of I-205 and Prescott St., Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N.E. PRESCOTT UNDERCROSSING
EAST PORTLAND FREEWAY
Structure

This project was completed at a final total cost of $828,900 (including engineering) representing a 1¼ percent underrun. The structure has been placed in service allowing excavation for the I-205 mainline roadways below.

RECEIVED
STATE HWY ENGR
JUL 12 '79
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

7-12 ltr

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE G. K. Hossner	Approved By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 7-12-79	TITLE Field Operations Engineer	DATE 7-12-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State [redacted]

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★	COUNTY	FEDERAL PROJECT NO. ★	URBAN (X) ★ RURAL ( )
Oregon 8576 - 26	Multnomah	I-205-7(53)313	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		X781	X781	DATE STARTED ★ 8-10-77
20	FINAL CONSTRUCTION COST★	DOL.	134,821	614,185	DATE COMPLETED ★ 6-1-78
21	LENGTH OF PROJECT	MILES	----	.067	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR ★ *(Roadway and Bridges Combined)*	TOTAL MAN HOURS 17,834	GROSS EARNINGS 200,861

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	35,075	310,232
	9	PETROLEUM PRODUCTS ★	GAL.	6052	3348
	1	CEMENT	BBL.	----	----
CARD C	2	AGGREGATES PURCHASED	TON.	1718	----
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	12,968	----
	4	LUMBER	THSD. BD. FT.		67
CARD D	6	TIMBER PILING	LIN. FT.	---	---
	7	REINFORCING STEEL	LB.	----	714,501
	8	STRUCTURAL STEEL	LB.	---	----
	10	EXPLOSIVES	LB.	----	----
CARD E	11	READY-MIXED CONCRETE	CU. YD.	49	2281
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	877	----
	15	AGGREGATES PRODUCED	TON	843	----
	95		CU. YD.	---	----
CARD F	16	MISCELLANEOUS STEEL	LB.		163,872
	17	FENCING	LIN. FT.	1425	----
	18	GUARDRAIL	LIN. FT.	----	----
	19	BRIDGE RAIL	LIN. FT.	----	780
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	139	15,109

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		12"x31	312
		12	42
		21	42
		30	42
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS — REVIEWED BY: — DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8576

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 21, 1979

Selby Bridge Co.
2000 E. Columbia Way
Vancouver, WA 98661

Re: Contract 8576

Gentlemen:

This contract has been finalled. This releases the $40,000.00 securities posted in lieu of retainage on this project.

Please notify this office as to the disposition of these securities.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Supervisor

JJK:cw

cc: Seattle First National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8576

8

February 15, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8576 awarded to Selby Bridge Company for work on the N. E. Prescott Street Undercrossing Section of the East Portland Freeway in Multnomah County was completed on June 1, 1978, and accepted by the State Highway Engineer on February 13, 1979.

Final payment in the amount of $7.81 will be released to the contractor after February 21, 1979. The total contract amount is $749,267.83 including $8,312.30 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Selby Bridge Co.
2000 East Columbia Way
Vancouver, Washington 98661

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8576

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. Prescott St. Undercrossing		WEEK ENDING: December 9, 1978
		SECTION PREFIX: 626-1036
HIGHWAY: E. Portland Frwy., I-205		COUNTY: Multnomah
NAME OF JOB: N. E. Prescott St. Undercrossing	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Selby Bridge Company	CONTRACT NUMBER: 8576	FEDERAL AID PROJECT NUMBER: I-205-7(53)313
DATE OF CONTRACT: August 1, 1977	DATE WORK STARTED: August 10, 1977	ESTIMATED COMPLETION DATE: a) 3-24-78 b) 6-1-78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
PROJECT AUTHORIZATION: $851,509.92	SPECIFIED COMPLETION DATE: a) 3-24-78 b) 6-1-78	PERCENT OF TIME ELAPSED: a) 100% b) 100%
EXCLUSIVE OF ENGINEERING: $783,989.31	ENGINEERING AUTHORIZATION: $67,520.61	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $748,900.77	ENGINEERING COST TO DATE: $78,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 117 %	DATE PROJECT WAS COMPLETED: 6-1-78 (See Remarks)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED	0.10	0.10			0.10
MILES COMPLETED	0.10	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29,600 CY	1,830 Tons			940 Tons
TOTAL QUANTITIES CORRECTED TO DATE	25,782 CY	1,631 Tons			892 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,782 CY	1,631 Tons			892 Tons
AVERAGE DAILY QUANTITIES	1,517 CY	466 Tons			243 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Tons			0 Tons
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9667							
PERCENT	100%							

Dec. 1978	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	P. Cloudy-Showers			
MONDAY 4	Cloudy-Rain			
TUESDAY 5	P. Cloudy			
WEDNESDAY 6	P. Cloudy			
THURSDAY 7	P. Cloudy-Cold			
FRIDAY 8	P. Cloudy			
SATURDAY 9	Cloudy			

RECEIVED
DEC 12 1978
CONSTRUCTION BRANCH

Kinsey, Jackmond, Hopkins, Williams, Johnson, Blank, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
12-3-78 SUNDAY	No work.
4 MONDAY	No work.
5 TUESDAY	No work.
6 WEDNESDAY	No work.
7 THURSDAY	No work.
8 FRIDAY	No work.
12-9-78 SATURDAY	No work.

REMARKS

STATUS: Contract work completed by contractor. Final reports received from contractor and subs on Friday, 12-8-78. Third Notification was submitted effective that date. Semi-Final Estimate has been submitted with exception of Final Project Inspection Report and "As Constructed" plans which will be submitted shortly.

ANTICIPATED: Seven-day test of luminaires will be considered to be the first 7 days of burning when the project lighting is turned on at a later date. If a problem arises, the subcontractor for luminaires will have to return to fix.

Unless directed otherwise, this will be the last weekly Field Engineer's Weekly Report submitted for this project.

SIGNED Erle S. Callahan for: Arvey D. Nelson, Res. Eng'r.

LOCATION 9250 N. E. Skidmore, Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

8576

October 30, 1978

Selby Bridge Company
1111 N.W. 53rd Street
Vancouver, WA 98663

Gentlemen:

Time Extension, Contract No. 8576
N.E. Prescott Street U'xing
Multnomah County

Your request for a time extension on Contract No. 8576, N.E. Prescott Street U'xing has been given careful consideration and review.

A 23-day increase in the Phase (a) completion is hereby granted which extends the specified completion date for Phase (a) to March 24, 1978. Delays resulting from utility pole removal and extra work were given consideration in granting this request. This will eliminate all liquidated damages.

As reasonably predictable weather is not grounds for an extension of time, no additional time was granted due to the weather.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
E. L. Hardt
Arvey Nelson
Robert Church
Richard Hacek

FORM 61-724.2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8576

Salem, Oregon

October 31, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Prescott St. U'xing
Multnomah County
Contract No. 8576

TO: H. S. Coulter
State Highway Engineer

Selby Bridge Company, contractor on the subject project, requests a 23-day extension of time in which to complete Phase (a) of the contract. The contractor has based his request on delays due to a utility pole conflict, inclement weather and extra work. Pertinent dates are:

Phase (a) specified completion	3/ 1/78
2nd notification Phase (a)	3/24/78
Exceeds allowable time	23 days

Under Phase (a) the structure was to be open to traffic and the haul road area open. All contract work was to be completed under Phase (b). Phase (b) work was completed on time.

Records indicate that during November and December of 1977 and January of 1978 weather conditions prohibited the contractor from working. The periods of snow, heavy rain or icy conditions which occurred and resulted in lost time were of a short duration and not unusual for the time of year. As reasonably predictable weather conditions are not a valid reason for an adjustment of time, additional time is not recommended.

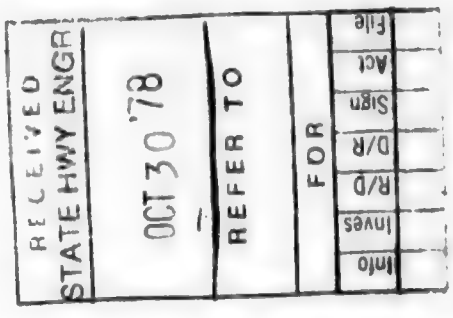
Extra Work Orders 1 and 2 were to install two water lines and a telephone duct through the structure. The contractor worked six days installing the telephone duct and 26 days installing the water lines. This work was done concurrently with other contract work. On 17 days the extra work was considered the primary work being performed. Expanding this would equal 24 calendar days (17 x 1.4) which is sufficient time to eliminate all liquidated damages. It is recommended this time be returned to the contractor.

The contractor also experienced some delay in completing the east end of the detour until a power pole could be removed. This time is not essential in substantiating the contractor's request.

It is recommended the contractor be granted a 23-day time extension which will extend the specified completion for Phase (a) to March 24, 1978 and will eliminate all liquidated damages.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
Arvey Nelson



OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date 7-10, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 8526, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Utility pole in east end of detour delayed detour construction. Inclement weather (snow, freezing rain, etc.) during Nov. & Dec. 1977 & Jan. 1978. Extension of time for extra work placing telephone conduits & 2 water lines through the structure. Total extension of time requested is 23 days for the interim completion date of March 1, 1978.

Respectfully submitted,

Selby Bridge Co.
Contractor

By [signature]

CONSENT OF SURETY

Date July 13, 19 78

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Randolph E. Nau Attorney-in-fact

(SEAL)

[signature]
Randolph E. Nau Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8576 Contractor Selby Bridge Company

Highway E. Portland Freeway, I-205

Section N. E. Prescott St. Undercrossing

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

A 23-day extension is hereby granted for extra work and extends the specified completion for Phase (a) to March 24, 1978.

Recommended for Approval:

Maurice Crafft
Region Engineer

O. B. Jackson
For Construction Engineer ~~Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No.	8576
Project designation	I-205-7(53)313 State Federal
Date awarded	August 1, 1977
Work started	August 10, 1977
Per cent completed	99% 6-1-78
SPECIFIED COMPLETION DATE (Date)	a) 3-1-78
~~No. of Workdays Allowed~~	b) 6-1-78
No. of Workdays Used	n/a
No. of Added ~~Workdays~~ Calendar Requested	23

SP*10668-734

5574

9

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: C. T. KEASEY
Construction Engineer

DATE: July 10, 1978

FROM: GARY KENNEN Gary Kennen
METRO Utilities Engineer

NOTED
H. S. COULTER

under 1.

SUBJECT: Utility Relocations

Your memo of June 23, was apparently prompted by the attached FHWA final inspection report on the N.E. Prescott Street overcrossing of I-205. This report questions the placement of a power pole behind the curb near the northwest corner of the structure.

Copy Row 18

Prescott Street is presently under Multnomah County jurisdiction. When right-of-way is restricted, it is common practice for the county to place utility poles behind the curb. While this procedure does present traffic hazards, there are reasons for the practice. If Prescott is to be widened in the future, I believe the county would not relocate this pole.

Poles could be placed at the back of walk which would require aquisition of overhang easements from adjoining property owners. Many of these easements must be acquired through condemnation. As you are aware, this is very costly (especially in Maywood Park).

Tree triming costs are also reduced by placing power lines near the curb. Admittedly these are compromises with traffic safety, however, I feel they are justified keeping in mind the rising cost of power.

Right-of-way at this particular pole was wide enough to move the pole to the back of walk. This would place an angle in the existing transmission line, requiring guy wires on three 70-foot poles. Two of these guys would have to cross Prescott Street and be placed on the cut back above I-205. It was my feeling (and still is) that the guy wires would be an added safety concern and also would do nothing for the aesthetics of the area.

All of the above items were considered prior to allowing Pacific Power and Light Company to proceed with their installation. If it is still felt a better installation could be achieved, I would appreciate meeting with the concerned parties to discuss this problem. I anticipate similar installations along I-205.

ja
Attachments
cc: H. S. Coulter
FHWA (Christianson)
M. Craft
R. Trygstad

RECEIVED
STATE HWY ENGR
JUL 10 '78
REFER TO
FOR

Form 91,734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 23, 1978

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Utility Relocations

TO: Region Engineers

During a recent final inspection by the FHWA of a project in the Portland area, it was noted that the initial relocation of a power line could have been better coordinated with the final design of the facility.

This particular case involves an undercrossing structure built wider than the connecting street so that if in the future the street is widened to fit the bridge, one of the relocated power poles will probably have to be relocated again or will become a hazardous roadside obstacle.

Please give this your attention on future projects so as to avoid later unnecessary utility moves.

CTK:fr

cc: H. S. Coulter
Roger Trygstad

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 26 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8576

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 15, 1978

FROM: George Hopkins
Field Engineer (Structures)

SUBJECT: Prescott St. U'Xing.
Contract No. 8576

TO: Walt Hart
Bridge Design Engineer

The contract plans for subject structure provided that a part of the sidewalk and handrail, for a distance of 24'-0", would be constructed in the future. This was due to lack of R/W at the N.E. corner of the structure.

Subsequent to award of the contract it was determined that the R/W was far too expensive and the structure would have to be revised at this location to fall within the 30' R/W. Hence the R/W file was cancelled.

The resident engineer has partially revised the sidewalk at the N.E. corner by Price Agreement. "As Constructed" sketches and photographs are attached for your perusal.

Please work up a design for the permanent treatment of this sidewalk.

Most of the contract work has been completed and the contractor will be moving off the site in two or three weeks, so it is important that we get a design sketch to him as quickly as possible.

GH:mk

Attach.

cc: H. S. Coulter
E. L. Hardt
Arvey Nelson

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY 16 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8576

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-30-78

FEDERAL AID PROJECT NO.: 05-7(13)300

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-20-78	Interstate 205 / Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment - Relocation of Pipeline (Lower System)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) : Utility Adjustment
Parkrose Water District
(NE. Prescott Street U'Xing Section)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-22-78 this will confirm the authorization of Mr. C. T. Christianson of March 20, 1978 to proceed with the actual adjustments of the Parkrose Water District on an actual cost basis TEC NTE $6,428, Federal funds $5,929.

I approve the Agreement with Parkrose Water District consisting of your relocation letter of 3-30-77, Parkrose Water District's letter of 2-28-78 and the plans and estimate furnished by Mr. Swan's letter of 3-22-78.

Approval and participation of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Swan 4-3

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-30-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8576

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 22, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem OR 97301

Parkrose Water District
Water Main Relocation
NE Prescott St. Lower System
Clackamas River-Washington State
Line Utility Project
(NE Prescott St. U'xing Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here are copies of estimates of cost to adjust Parkrose Water District's water facilities dated February 24, 1978 and March 3, 1978, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennan as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated March 30, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be a betterment derived from the proposed adjustment of the District's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of March 20, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,428.00.

RECEIVED
TRAFFIC SERVICES
MAR 22 '78
REFER TO
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
attc.
cc: E. S. Hunter
Jack M. Cartwright

8576

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 17, 1978

Seattle-First National Bank
Clark County Branch
P.O. Box 750
Vancouver, WA 98666

Attention: Michael L. Stewart
Assistant Manager

Re: Selby Bridge Company
Contracts 8575 and 8576

Gentlemen:

We have received safekeeping receipt 1316 for TCD 52595 for $100,000.00 maturing September 6, 1978. $35,000.00 is being applied to contract 8575 in lieu of retainage, $40,000.00 to contract 8576 and $25,000.00 is unallocated.

Enclosed is the certificate for the corporation per your request.

I have also attached an informational letter regarding deposits in lieu of retainage. Future certificates issued by your bank should more clearly reflect the assignment.

If we can be of further assistance please contract our office, phone 1-503-378-5034.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Selby Bridge Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

#8576

8

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 13, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Cooperative Agreement with Utah DOT, Oregon State Contracts 8537 and 8576

TO: Mr. H. S. Coulter
State Highway Engineer

We have asked the Materials & Research Section of the Utah Department of Transportation to perform inspection on welded bridge rail for Contracts 8537 and 8576 to be fabricated in the Salt Lake City area. The Engineer of Materials and Research asks that the attached agreement be signed. I am sending it to you because you signed a similar agreement in connection with Contract 8522 last October.

I will return the signed agreement to Mr. Lovelace.

JCJ:gs

cc: E. S. Hunter

check file and see what we did on Cont. 8522 re commissn approval.— tsc 3/14

Approved by HSC — No comm action reqd. tsc

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
FOR
Info | Inves | 3/D | 10/R | Sign | Act | File

Form R-308
(Revised June 24, 1969)

COOPERATIVE AGREEMENT

Date _____

We, the duly authorized officers of Oregon State Highway Division hereby
(County, City, Town, or Firm)

approve the following work to be done, and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Shop Inspection of Bridge Rail at Syro Steel Company for Oregon State Contracts 8537 and 8576.

(List of Materials)

As Needed

(List of Equipment)

As Needed

(Labor Furnished)

As Needed

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to approve & execute this statement.

Approximate Total Cost $100.00

Oregon State Highway Division
(Approval is on file in the Commission's records)

(County
(City
(Town
(Firm

Approved by:

Engineer of Materials & Research

By _____
Title State Highway Engineer
Dated March 14, 1975

ATTEST:

By _____
Title _____

8576

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-14-77

FEDERAL AID PROJECT NO.
I-205-7(53)313

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71019

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 205 / Primary 64

GENERAL LOCATION:

"NE. Prescott Street U'ing Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Utility Adjustment
Portland General Electric
TEC NTE $562 Federal Funds $518

REMARKS

As requested in Mr. Swan's 11-4-77 letter, this will confirm the policy decision of 2-16-77 of this office to include illumination on I-205 projects under the Illumination Agreement with Multnomah County. You are authorized to proceed with installation and removal of temporary detour lighting. Reimbursement on a lump sum basis is approved effective 7-6-77.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE
11-16

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-14-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8576

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

November 4, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Detour Illumination
N.E. Prescott St. Uxing
East Portland Freeway
Multnomah County
Project No. I-205-7(53)313
Contract No. 8576

Dear Mr. Green:

Here is a lump sum estimate of cost for the installation and removal of temporary illumination, dated August 4, 1977.

This is for additional work not contemplated in the highway plans. A tentative pre-bid State-Utility detour illumination plan anticipated the use of 40 foot poles with four foot masts arms. The actual detour illumination will require 45 foot poles with 16 foot arms. Payment of the added illumination costs are provided by this estimate.

The State is not entitled to credit for expired service life and no betterment will be derived from the work.

The State and City of Portland agreed that detour illumination was necessary and in the public interest. This matter was discussed with Cliff Christianson and he gave an advanced authorization dated February 16, 1977.

Your approval of the lump sum agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of February 16, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $562.00.

RECEIVED
TECHNICAL SERVICES
NOV 7'77
REFER TO
FOR
Info | Invst | R/D | O/R | Sign | Apt | File

Yours truly,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

DES:PP:db
cc: E. S. Hunter
Phil Preston

8576

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 13, 1977

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97310

Attention: C. T. Christensen
Area Engineer

Memorandum for Record
Water Facility Adjustment
Parkrose Water District
Clackamas River-Washington
State Line Utility Project
(Northeast Prescott O'xing
Section)
East Portland Freeway
Multnomah County
Utility Project 1-205-7
(13)300

Dear Sir:

Reference is made to your letter of August 9, 1977, which transmitted an estimate and sketch for the relocation of an 8" water main in N.E. Maywood Place owned by Parkrose Water District, and to your letter of Approval and/or Authorization dated August 26, 1977. The original estimate submitted and approved by FHWA was for $4,330.

Parkrose Water District, in a letter dated August 9, 1977, requested a replacement of an existing hydrant at N.E. Prescott and 92nd Avenue, which would conflict with the proposed construction of the Prescott Street O'xing structure. Gary Kennen, in a letter dated August 10, 1977, approved the relocation of the hydrant and requested the district include it in the other relocation work for the N.E. Prescott Street O'xing structure. Copies of the two letters are attached for your information.

The final billing has been received from Parkrose Water District for their relocation work required to accommodate the construction of the Prescott Street O'xing structure, which includes the cost to relocate the fire hydrant. The total cost of the relocation work, including the fire hydrant relocation, is $4,401.22, which is $70.99 over the original estimated cost of the relocation work. The billing has been approved and forwarded to our Finance Section for payment.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:al
Enclosures

cc: E. S. Hunter
Robert Church
Gene Hickam
Gary Kennen

RECEIVED
TECHNICAL SERVICES
OCT 13 '77
REFER TO
FOR
Info | Inves. | R/D | D/R | Ign | Act | File

1576

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
S. HUNTER

September 27, 1977

Mr. Joseph Wagner, Supt.
Parkrose Water District
10424 N.E. Fremont Street
Portland OR 97220

Water Facility Adjustment
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(Prescott St. Detour)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Joe:

Your estimate and sketch map for the adjustment of your six-inch detour main at Prescott, as submitted with your letter of August 16, 1977, have been approved by the State and the Federal Highway Administration. This approval is subject to the corrections made in red on your estimate dated August 16, 1977. The approved estimate cost is $8,650.55. This approval is effective September 8, 1977.

As discussed with Gary Kennen, you have indicated you would prefer to construct a 12-inch detour main in Sandy and not install the six-inch detour main in Prescott. Therefore, you are authorized to apply the $8,650.55 lump sum to the total cost of constructing the 12-inch detour main in Sandy. As you know, the adjustment of the Sandy main is non-reimbursable since it is on a State highway. Therefore, Parkrose Water District will be responsible for all costs of the 12-inch Sandy adjustment in excess of $8,650.55.

Should you later decide to install a six-inch detour main in Prescott, it will necessarily have to be at Parkrose Water District's sole cost.

Reimbursement for the work performed on and subsequent to September 8, 1977, in the amount of $8,650.55, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your final billing.

RECEIVED
TECHNICAL SERVICES
SEP 27'77
REFER TO
FOR
Info | Inves | R/D | D/R | As | Ct | Fi

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Since this is a lump sum billing, your final bill should consist of the lump sum amount agreed to above, the beginning and completion dates of the work and reference to this letter by date and subject.

Yours truly,

Phil Preston
Utility Special Studies Engineer

PP:db

bc: [redacted]
G. L. Green
D. E. Swan
Robert Church
V. E. Skoog-w/attc.
E. L. Hardt-w/attc.
Robert Shotwell-w/attc.
Gary Kennen-w/attc.

8576

9-8-77

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-8-77

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"Clackamas River-Washin gton State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment (Prescott St. Detour Main)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustment
(Parkrose Water District)
TEC NTE $8,650 F.F. $7,421

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-1-77 letter, you are now authorized to proceed with the actual adjustments for Parkrose Water District's detour main. Reimbursement on a lump sum basis is approved.

I approve the agreement with Parkrose Water District consisting of their letter of 8-16-77, Mr. Cartwright's Notice of Conflict dated 3-30-77 and the plans and estimate furnished by Mr. Swan's 9-1-77 letter. Approval and participation for the portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE: 9-8-77

SIGNATURE OF APPROVING OFFICIAL: G. L. Green

TITLE: For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8576

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
SEP .. 2 '77
REFER TO
FOR
info | insert | R/D | D/R | HQR | Mgt | file

September 1, 1977

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facility Adjustment
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(Prescott St. Detour)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's six-inch water line on Prescott St. dated August 16, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated March 30, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 as the relocation involves a crossing of the project by the facilities. There will be no betterment derived from the proposed adjustment of the District's facilities.

Parkrose Water District owns a 12-inch water main on Sandy Blvd. that conflicts with the proposed construction and must be adjusted. It will be necessary to provide a temporary pipe line detour during construction and the main will be re-installed on the new structure. All of this work is non-reimbursable since it is under State highway permit.

The above mentioned six-inch crossing at Prescott is reimbursable. Parkrose has determined that by installing the six-inch detour line at Prescott, they will be able to supply their customers adequately

with a smaller - ten-inch - main at Sandy. They also have determined that if they install a 12-inch detour main at Sandy, they can eliminate the six-inch detour main at Prescott.

The total cost of the six-inch detour main at Prescott and the ten-inch in Sandy would be greater than a 12-inch detour main in Sandy. Therefore, we propose to pay Parkrose Water District the estimated lump sum cost ($8,650.55) of the Prescott detour and allow them to use those funds towards the construction cost of the 12-inch detour main in Sandy. This proposal will cost the State no more than installing the Prescott detour and will be less total cost to the public than the installation of the two mains.

Your approval of the lump sum agreement, as evidenced above, and authorization to apply the estimated cost of the Prescott detour to the construction of a 12-inch detour in Sandy is requested. The total cost to the State is $8,650.55.

Yours truly,

for D. E. Swan
Federal-Aid Engineer

DES:PP:db
Enclosure

cc: E. S. Hunter
Robert Church
Phil Preston

#8576 8-26-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATIO™

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Lieves | R/D | D/R | Sign | Att | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-27-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION .

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☒ OTHER (Specify) Utility adjustment
(Parkrose Water District - N.E. Prescott St.- U'xing Section)
TEC NTE $4,330 - F.F. $3,994

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the verbal authorization of Mr. C. T. Christianson to proceed effective July 27, 1977, with the actual adjustments of the Parkrose Water District's waterlines. Reimbursement on an actual cost basis is approved.

I approve the agreement with Parkrose Water District consisting of your Utility Engineer's Notice of Conflict dated 3-30-77 and the plans and estimate furnished by Mr. Swan's 8-9-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-26-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8576

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-5	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-22-77	State Oregon County Multnomah Project No. I-205-7(53)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, NE Prescott St. (Maywood Park)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 849,523	$ 783,600

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Technical Services Engineer
(Title)

By
~~State Highway Engineer~~
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BY
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 22 '77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (b) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon August 15, 1977

Federal Aid Project
No. I-205-7(53)313

N. E. Prescott St. U'xing
East Portland Freeway
Multnomah County

Project Agreement Estimate

Type Code X781
Prescott St. U'xing, Br.#9667 (Sta. "L" 210+54.25)

Mobilization	All Required		$ 70,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	310 Sq. Ft.	6.00	1,860.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	125 Lin. Ft.	5.00	625.00
Temporary Barricades	9 Each	100.00	900.00
Temporary Reflective Pavement Markers	30 Each	5.00	150.00
Flagmen	200 Hour	17.00	3,400.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	29,600 Cu. Yd.	1.80	53,280.00
Trench Excavation	64 Cu. Yd.	10.00	640.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	30 M-Gal.	10.00	300.00
Aggregate Base	1,830 Ton	6.60	12,078.00
Class "B" or Class "C" Asphalt Concrete	940 Ton	19.00	17,860.00
12-inch Culvert Pipe	90 Lin. Ft.	10.00	900.00
21-inch Culvert Pipe	80 Lin. Ft.	15.00	1,200.00
12-inch Sewer Pipe	282 Lin. Ft.	17.00	4,794.00
Concrete Manholes	2 Each	1,500.00	3,000.00
Concrete Inlets, Type P	5 Each	500.00	2,500.00
Concrete Inlets, Type P Mod.	3 Each	600.00	1,800.00
Gravel Sumps	2 Each	700.00	1,400.00
Type 3-70 Mod. Fence	1,340 Lin. Ft.	4.00	5,360.00
CL-6 Chain Link Fence	170 Lin. Ft.	4.00	680.00
24'x72" Chain Link Double Gates	2 Each	500.00	1,000.00
Concrete Walks	250 Sq. Yd.	14.00	3,500.00
Concrete Curbs	300 Lin. Ft.	8.00	2,400.00
Extra for Asphalt Walks	400 Sq. Yd.	1.50	600.00
Drainage Curbs	700 Lin. Ft.	1.50	1,050.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	630 Cu. Yd.	7.00	4,410.00
Structure Excavation Below Elevations Shown	60 Cu. Yd.	7.00	420.00
Special Wall Backfill	400 Cu. Yd.	5.00	2,000.00
Structural Concrete, Class 3300 (480 c.y.)	All Required		64,800.00
Structural Concrete, Class 5000 (1,740 c.y.)	All Required		245,000.00
Reinforcement (271,000 lbs.)	All Required		70,000.00
Coated Reinforcement (64,000 lbs.)	All Required		25,000.00
Prestressing Steel (144,000 lbs.)	All Required		80,000.00
Reinforced Concrete Bridge End Panels	198 Sq. Yd.	34.00	6,732.00
Three Tube Metal Railing	780 Lin. Ft.	35.00	27,300.00

1-inch Electrical Conduit	380 Lin. Ft.	3.00	1,140.00
1½-inch Electrical Conduit	400 Lin. Ft.	5.00	2,000.00
Pole Foundations	All Required		1,000.00
Roadway Lighting Poles & Bracket Arms	All Required		5,000.00
Luminaires and Ballasts	All Required		1,000.00
Conduit, Wiring, Lamps, Etc.	All Required		1,600.00
			$743,679.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 500.00
Temporary Pavement Striping (S.F.)	All Required	200.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
On-the-Job Trainees (2 at $800)	All Required	1,600.00
		$ 4,800.00

Subtotal	$748,479.00
Engineering	101,044.00
Total	$849,523.00

Length of Structure - - - - - - - 0.067 mile

Work Retained in Program Status
(Not included in totals below)

Temporary Illumination	All Required	$ 1,750.00

Federal Funds (92.24%)	$783,600.00
State Funds	65,923.00
Total	$849,523.00

Group 1 100%
Contract No. 8576
Prefix 626-1036

8576

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

[redacted]
Administrator and
State Highway Engineer

August 9, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facility Adjustment
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(N.E. Prescott St. U'xing Section)
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's facilities dated July 7, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated March 30, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities and has been provided for in the attached estimate.

NOTED
E. G. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 10 77
REFER TO
FOR

Info	Invest	R/D	D/R	Elem	Act	File

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 27, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,330.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Attachment

cc: E. S. Hunter
Jack N. Cartwright
Robert Church
Gary Kennen

8576

8

Arvey Nelson
Resident Engineer

August 5, 1977

R. D. Church
Contract Payments Engineer

Contract No. 8576
N.E. Prescott St. U'xing Section
East Portland Freeway

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, Selby Bridge Company, the contractor for the project, is a "foreign contractor' and we are required to enforce this section.

We are enclosing a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Department of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

RDC:bz
Enclosures

cc: C. T. Keasey
Edward L. Hardt, Region 1
Dick Hacek

8576

~~ROW-16-4~~

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 4, 1977

Mr. Joseph Wagner, Supt.
Parkrose Water District
10424 N.E. Fremont Street
Portland OR 97220

Water Facility Adjustment
Clackamas River-Washington State
Line Utility Project
(N.E. Prescott St. Uxing Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Wagner:

Reference is made to your letter of July 8, 1977, which submitted estimates and a sketch for the temporary relocation of an eight-inch water line in your upper system and the insulation of valves and severence of a six-inch line in your lower system to accommodate the construction of the N.E. Prescott Street Undercrossing of the East Portland Freeway.

This will confirm our verbal authorization for you to proceed with the relocation of your facilities covered by the above mentioned estimates as of July 27, 1977.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db

cc: C. T. Christianson, FHWA

bc: E. S. Hunter
R. N. Bothman
D. H. Moehring
Gene Hickam
Arvey Nelson
Gary Kennen

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 5 - '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3123

8576

~~ROW 18-4~~

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

July 15, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

ATTN: C. T. Christianson

Tree Removal & Clearing
by State Forces
Power & Telephone Facilities
Relocation
Clackamas River-Washington State
Line Utility Project
(N.E. Prescott St. U'xing Section)
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Dear Sir:

Here is an estimate of cost and a copy of Order for State Force Work No. 53 which covers the removal of trees and minor clearing by a Oregon State Highway Division maintenance crew required for the relocation of Pacific Northwest Bell Telephone Company and Pacific Power & Light Company facilities to accommodate the construction of the proposed project.

The utility conflicts were originally anticipated and the utilities have been advised by conflict letter dated March 30, 1977. The required relocation of the utility facilities cannot be accomplished until the clearing is completed. The relocation of the power and telephone facilities must be accomplished prior to contract letting to provide for the immediate construction of the detour for N.E. Prescott Street.

Your approval of Federal Aid participation in the actual cost of tree removal and clearing and confirmation of your advanced authorization to proceed with the work as of June 27, 1977 is requested. Estimated cost to the State is $3,027.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

RECEIVED STATE HWY ENGR
JUL 18 '77
FOR REFER TO
Info
Inves
R/D
D/R
Sign
Act
File

JMC:db
Enc.

cc: E. S. Hunter
D. E. Swan
Robert Church
Earl Mershon
Gary Kennen

Form 81-734-3123

8576

July 11, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 28 on the following projects:

1. Old Dry Creek-Ochoco Highway
   Mill Creek Road (County Road), Crook County
   Grade and Base - 28-foot top width

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Barnett Road at Black Oak Drive in Medford
   Jackson County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Chocktoot Street and First Avenue in Chiloquin
   Klamath County
   Grade and Pave - city streets with two 12-foot lanes and two 8-foot parking strips

   Same as No. 1.

4. 7th Avenue-Willamette River (Eugene)
   Eugene-Springfield Highway, Lane County
   Structure Repair

   Same as No. 2.

5. Parsons Creek Bridge
FAS A464, Marcola Road, Lane County
Structure - 37.5-foot roadway on bridge incorporating a right turn lane.

Same as No. 1.

6. Long Tom River Bridge
FAS A456, High Pass Road, Lane County
Grade, Pave and Structure - 37.5-foot roadway on structure

Grading and paving incidental to structure.
Same as No. 1.

7. N.E. Glisan Street-S.E. Division Street
East Portland Freeway Highway, Multnomah County

This section incorporates a 10-foot Class I bikeway.

8. S.W. Barbur Blvd-S.W. Taylors Ferry Road
Terwilliger Boulevard, Multnomah County

This is a bikeway project consisting of the construction of Class I and Class II bikeways.

9. S.E. Division Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structure

Grading and paving incidental to structure. 8-foot sidewalk/bikeway provided on each side of structure.

10. N.E. Prescott Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Same as No. 9.

11. N. Banfield Intchge (N.E. 102nd Avenue Structure)
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Grading and paving incidental to structure. One 8-foot sidewalk provided; structure parallels proposed I-205 bikeway.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell

8576

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(53)313

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71019

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 205	Primary 64

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
Mailing
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GENERAL LOCATION:

"N.E. Prescott St. U'xing Section"

GENERAL DESCRIPTION OF WORK:

"Structure and Illumination"

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temporary & Permanent pavement striping (SF) $700
Temporary Erosion Control $2,500
On the job training 1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $952,076 federal funds $878,194.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631.085

8576

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(53)313
Prescott Street Undercrossing
File No. 46954, Guisto

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer

Right of Way Engineer J. B. Boyd's letter of June 15, 1977 requested our approval to advertise for bids even though the possession date and filing will not be completed on the subject acquisition until just prior to bid opening.

At the PS&E stage the State must present the right of way certifications required by FHPM 6-4-2(1), entitled "Physical Construction Authorization". This would include information on the subject file.

Concerning the subject file, based upon discussions with Right of Way Engineer Boyd, it is our understanding that the only improvements are an abandoned service station and some personal property (antique automobiles) that must be removed under the relocation program. If this is the only problem file involved on the project, we would have no objection to advertising for bids if possession, filing, deposit in the court, and required relocation is completed prior to bid opening.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (D Moehring)
OSHD (D Ridings)
OSHD (F Lowe)
Mathias-2

RECEIVED
STATE HWY ENGR
JUN 24 '77
REFER TO
FOR
Info | Inves | R.D | D.R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 15, 1977

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: File No. 46954 - Guisto
Prescott Street Undercrossing
East Portland Freeway

The above subject file is critical to our haul pattern on the above subject project. We would like your approval to advertise for bids even though the possession date and filing will not be completed until just prior to the bid opening.

We believe this is one of the critical files. The owner's attorney has waived the period of notice between the letter of offer and the filing. He has notified us that the improvements on the file may be taken by the State provided relocation of the antique automobiles presently stored within them is done. We would request your approval to advertise for bids.

The project may be withdrawn if all the actions necessary to take possession are accomplished by the day of the bid-letting, and delayed for whatever period is necessary.

JBB:jc

cc: F. B. Klaboe
H. S. Coulter
Ed Hunter
D. H. Moehring
Duane Ridings
Hal Versteeg
Lou Grothaus
R. N. Bothman
F. C. Lowe

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUN 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122

8576

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

September 22, 1977 Bid Letting	State Share	Project Cost Estimate
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8576

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 500
Salem, OR 97308

March 15, 1977

NOTED
E. S. HUNTER

N.E. Prescott St. Undercrossing
East Portland Freeway
Multnomah County
Bridge 966
Ore. Proj. I-205-7(2)

Your File 1041 BR.1

Enclosed are two copies of revised drawing 22398, Preliminary Plan and Elevation. This drawing replaces that sent to you on January 21, 1977 and approved by your office February 28, 1977.

The roadway width of the structure has been increased from 42.0' to 44.0' to correspond with a 44.0' roadway width for N.E.Prescott St. being built by the County. The increase in estimated cost is $24,000 which will change the total cost from $823,000 to $847,000.

This is being sent to you as a revised preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

Enclosure

cc E. S. Hunter
R. N. Bothman /w/ 2 copies of dwg.
L. W. Rulien

RECEIVED
STATE HWY ENGR
MAR 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8576

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 7, 1977

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

N. E. Prescott St. Undercrossing
East Portland Freeway
Multnomah County
Bridge 9667
Oregon Project I-205-7(2)
Your file 1041 BR.1

Your approval letter of February 28, 1977 for the subject structure questioned the need for a detour bridge at this location. Future contracts will be let requiring hauling of material past this site before the structure is complete and a detour bridge is required. The volume of material to be moved requires two-way traffic on the haul road and a single span over this road becomes quite long. We feel two spans allowing 17'-6" horizontal clearance for each span is more economical than a single span. This will be the same as we presently have under contract at Holgate Ave. detour.

ORIGINAL SIGNED
L. L. WALLACE

for
W. J. Hart
Bridge Engineer

JMT:smd

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Con 21-2
I-205
UPRR -
Morris
Sp.

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 28, 1977

SUBJECT: Oregon Project I-205-7(2)
Columbia Blvd. - NE Morris St. Section
NE Prescott Street Uxing - #9667

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's January 21, 1977 letter transmitted revised preliminary plans for this structure. The revised plans are approved.

We note that you propose to construct a detour at this site. We have checked and found that high traffic densities preclude the diversion of Prescott traffic onto Sandy Blvd. It appears, therefore, that a detour is required for Prescott Street. Because traffic is relatively light a minimum facility should be adequate. Have you considered an at-grade crossing at this site? If a structure is required, surely a single span crossing would suffice. May we have your comments on this.

For G. L. Green

cc:
OSHD (W Hart)

RECEIVED
STATE HWY ENGR
MAR 1 '77
REFER TO
Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Corr 21-2
I-205 C
UPRR. Morris

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

N.E.Prescott St. Undercrossing
East Portland Freeway
Multnomah County
Bridge 9667
Oregon Project I-205-7(2)301
Your File 10-35.6

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Enclosed are two copies of drawings 22398, Preliminary Plan and Elevation; 31664 and 31665, Vicinity Map sheets; and 31666, Detour sheet for the subject structure. Also enclosed are two copies of the foundation recommendation.

The roadway width, sidewalks, grade line, and alignment are in accordance with the requirements for this project. The length was established to span the roadway underneath.

The two-span, post-tensioned box girder we propose is the same type previously submitted on March 8, 1972 and approved by your office July 12, 1972.

The current estimate for this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $823,000. A detour structure to span the haul road at this location will be required and is estimated to cost $40,000.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter
R. N. Bothman /w/ 2 copies of dwgs.
L. W. Rulien

8576

Cont'd

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 23, 1973

Cornell, Howland, Hayes & Merryfield
1600 SW Fourth Avenue
Portland, OR 97201

ATTENTION: Mr. James E. Baker

RE: Water Facility Relocation
Parkrose Water District
NE Marine Dr.-NE Morris St. Sec.
East Portland Freeway
Utility Project I-205-7(13)300

Gentlemen:

Reference is made to your letter of January 12, 1973, which requested information on the structures crossing I-205 at NE Prescott Street, NE Sandy Boulevard, and NE Columbia Boulevard.

Attached is one set each of plans for the proposed overcrossing structures at the three listed locations.

The tentative watermain accommodation requirements, as listed in your letter, have been forwarded to the Bridge Design Section for their review.

If further information or assistance is required, please contact Mr. Jack Hesla or this office.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

NOTED
A. E. JOHNSON

JMC:jly
Attach.

bc: ~~A. E.~~ Johnson
H. S. Coulter
Jack Hesla w/att.

RECEIVED 8576
JUL 20 1972

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
E. P. 7. Salem, Oregon

DATE: July 12, 1972

In reply refer to: 10-35.6

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

Bridge
CM 7-19-72

SUBJECT: Oregon Project I-205-7(2)301
UPRR - N. E. Morris Section
N. E. Prescott St. U'xing - #9667

Preliminary plans for this structure, as modified by Mr. Johnson's July 11 memorandum, are approved.

NOTED
A. E. JOHNSON

7-19-72
al

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 1 8 1972

RECEIVED
JUL 12 1972
FOR CLEARANCE

EPT

I-205-7 (2) 301

July 11, 1972

TO
564

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM

A. E. Johnson
Assistant State Highway Engineer

SUBJECT N. E. Prescott Street Undercrossing
UPRR-N. E. Morris Street Section
East Portland Freeway, I-205
Multnomah County
Bridge 9667

In answer to your letter of June 13, the roadway width will be reduced to 42 feet with two raised eight-foot sidewalks and no barrier rail between the sidewalks and roadway.

A study of a cantilevered end span indicated an additional cost of approximately $24,000 over the abutments shown. The additional length of post-tensioned box more than makes up for the end slab and pile cap.

We request your approval of the Prescott Street preliminary plan with the roadway section modifications indicated above.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JEB:jbk ja

Br. 9667

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 13, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
UPRR - NE.. Morris St. Section

Mr. Wallace's March 8 letter submitted preliminary plans for the NE. Prescott Street Undercrossing structure. The proposal is for a two span post-tensioned box girder with a 48' roadway and two 8' sidewalks.

It is our understanding that the County and City have very long range plans to upgrade Prescott to a four-lane arterial. It is hard to believe that this would happen very soon because of the proximity of Sandy Blvd. which is already an arterial. In addition, Prescott St. ends at a shopping center a short way east of the structure.

At the bridge site, Prescott St. is fairly narrow with no sidewalks. At 106th St., where there is a curbed section the street is 42' wide and there is an 8' sidewalk on the north side.

Due to the present development of the street and the indefinite future plans, we will only approve a structure with a 42' roadway and 8' sidewalks. The sidewalks should be raised with no GM barrier on the roadside because traffic is relatively low speed.

The post-tensioned box girder is satisfactory; however, this may be a location where a cantilevered end span can be used effectively to eliminate the end bents. Such a change would not appear to change the appearance of the structure.

Please study this alternate and inform us of your results.

NOTED
A. E. JOHNSON

6-15-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. J. HART

RECEIVED
JUN 19 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

8576

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

N.E.Prescott Street Undercrossing
UPRR-N.E.Morris Street Section
East Portland Freeway, I-205
Multnomah County Bridge 9667

Enclosed are two prints each of drawings 27912 and 27682, which are the preliminary plan and elevation and vicinity map for the Prescott Street Undercrossing. Also enclosed are two copies of the foundation recommendation including the foundation data drawing 23146.

The freeway is carrying four lanes of traffic each way with a 36-foot median and 3:1 side slopes in this cut section. There is also a southbound on ramp. The structure length is determined by the above; the width is 48 feet to provide for two-way traffic on Prescott Street. Sidewalks on each side are eight feet wide.

A post-tensioned concrete box girder similar to Sunnyside Road on this freeway provides the required span lengths to clear the traffic lanes without columns outside the shoulders. This type of structure provides a very pleasing appearance and allows for enclosed utilities. An alternate four-span post-tensioned concrete box girder with sloped columns at the outer bents was considered ($669,000). A two-span steel girder structure was considered, but at $700,000 was more expensive and leaves the utilities exposed over freeway traffic.

The foundation information indicates the use of spread footings at all bents.

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $645,000.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $645,000.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

.1977 N. Banfield Int. (NE 102nd 8577
.Ave. Structure) Sec. of E. Ptld.
.Fwy. (Grade, pave & structure) [redacted]

See CHA 934

1577

☆U.S. GOVERNMENT PRINTING OFFICE: 1973 - 732 - 628

STATE COPY

L.

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8-11-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8-11-80	C. T. Christianson, Area Engineer	I-205-7(47)312

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
4-13-79	10-30-79	101 %	SCD 2-28-79

APPROVED EXTENSIONS	LOCATION
SCD 4-9-79	102nd Avenue crossing of Banfield Freeway, NE. Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE. BANFIELD - 102nd AVENUE
Structure

The project was completed at a 2 percent underrun in cost. No significant overruns or underruns were noted in contract items.

RECEIVED
STATE HWY ENGR
AUG 18 '80
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8-18
cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-13-80	TITLE Field Operations Engineer	DATE 8-13-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7-2-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#8577

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 205-7(47)312

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71012

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-2-80	Interstate 205	Primary 64

GENERAL LOCATION:

North Banfield Interchange (NE 102nd Ave. Structure) Section

GENERAL DESCRIPTION OF WORK:

Temporary Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-27-80 and based on final billing, I approve the reimbursement on an actual cost basis to Portland General Electric for temporary lighting on the subject project. TEC $1,816.88 - FF $1,675.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-2-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-888

#8577

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

NOTED
E. S. HUNTER

ROW 18-2

June 27, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

ATTENTION: C. T. Christianson
Area Engineer

Temporary Illumination
Portland General Electric Co.
N. Banfield Interchange (NE 102nd Ave. Structure) Section
East Portland Freeway
Multnomah County
Project No. I-205-7(47)312

Here is a copy of a final billing, dated March 30, 1979, received from Portland General Electric Co. for the installation of temporary illumination to accomodate the construction of the NE 102nd Ave. U'xing structure in the N. Banfield Interchange.

The temporary illumination was an anticipated item included in the Project Authorization. Order for Force Work No. 1 was prepared by the Resident Engineer, Arvey Nelson and approved by the Construction Section. PGE was authorized to proceed with the installation of the temporary illumination.

The installation of temporary illumination to accomodate highway construction is not considered to be included under the provisions of PPM 30-4.

Your approval for Federal participation in the actual cost of the installation of temporary illumination is requested. Actual cost to the State is $1,815.88.

RECEIVED
TECHNICAL SERVICES
JUN 30'80
REFER TO
FOR

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen
Rich Evans

Form 734-3123

8577 D 2

November 5, 1979

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

COM 5
#8577

Gentlemen:

On November 1, 1979, we wrote to you concerning release of final payment on Contract No. 8577 awarded to Hensel Phelps Construction Co. for work on the N. Banfield Interchange (N.E. 108nd Avenue structure) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $5,401.16 and the total contract amount is $1,525,568.64 including $5,862.68 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

hkr
cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8577

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Banfield Int. (N. E. 102nd. Ave. Struc. Ext..	WEEK ENDING: September 22, 1979	
HIGHWAY: E. Portland Fwy., I-205	SECTION PREFIX: 626-1037	COUNTY: Multnomah
NAME OF JOB: N. Banfield Int. (NE 102nd Ave. Struc)	KIND OF WORK: Grading, Paving, Structures	
CONTRACTOR: Hensel Phelps Construction Company	CONTRACT NUMBER: 8577	FEDERAL AID PROJECT NUMBER: I-205-7(47)312
DATE OF CONTRACT: August 1, 1977	DATE WORK STARTED: September 7, 1977	ESTIMATED COMPLETION DATE: a) 9-2-78 b) 4-13-79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
PROJECT AUTHORIZATION: $1,687,162.50	SPECIFIED COMPLETION DATE: a) 9-2-78 b) 4-8-79	PERCENT OF TIME ELAPSED: a) 100% b) 101%
EXCLUSIVE OF ENGINEERING: $1,565,906.50	ENGINEERING AUTHORIZATION: $121,256.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,531,876.66	ENGINEERING COST TO DATE: $137,890.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION 114 %	DATE PROJECT WAS COMPLETED: April 13, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED	0.17	0.17			0.17
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	56,500 CY	130 Tons			1,950 Tons
TOTAL QUANTITIES CORRECTED TO DATE	83,333 CY	255 Tons			1,256 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	83,333 CY	255 Tons			1,256 Tons
AVERAGE DAILY QUANTITIES	1,667 CY	85 Tons			209 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	"13514-E" 102nd Ext. "HC" Line						
PERCENT	100%	100%					

Sept. 1979	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Clear			Project completed.
MONDAY 17	Clear			
TUESDAY 18	Clear			
WEDNESDAY 19	P. Cloudy			
THURSDAY 20	P. Cloudy			
FRIDAY 21	P. Cloudy			
SATURDAY 22	P. Cloudy			

RECEIVED
SEP 25 1979
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9-16-79 SUNDAY	Contract completed. No work this week.
17 MONDAY	
18 TUESDAY	
19 WEDNESDAY	
20 THURSDAY	
21 FRIDAY	
9-22-79 SATURDAY	No work.

REMARKS

STATUS: Hensel Phelps Construction Co. and all subs have completed all field work and submitted all paperwork required. Third Notification was submitted effective Monday, September 17, 1979. Remaining Semi-Final Estimate data (payrolls and related forms) was submitted to Region Office on that date.

This will be the last Field Engineer's Weekly Report submitted for this project unless directed otherwise.

ANTICIPATED: Celebrate!

Mr. Herb Schell, FHWA, visited office and went over several projects at mid week.

SIGNED Erle S. Calhoun LOCATION 9250 N.E. Skidmore, Portland, Oregon

for Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

1577

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8577

Salem, Oregon
August 14, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

TO: Memo to File

SUBJECT: Reconsideration of Time Extension No. 1
N. Banfield Intch. (N.E. 102nd Ave.)
FAP No. I-205-7(47)312
Contract No. 8577

Representatives of Hensel Phelps Construction Company, contractor on the above project, have met with the Resident and Region Construction Engineers and requested a reconsideration of their time extension No. 1.

Under time extension request No. 1, the contractor was granted 33 additional calendar days for completion of Phase "A" of the project due to delays in obtaining approval of railroad protective devices required but not included in the contract. This extension of time was granted August 2, 1978 and consideration of the delay effect on Phase "B" was not considered at that time for several reasons.

Phase "A" of the contract called for the completion of all work required to provide haul road openings under the 102nd Ave. structure. Phase "B" was the completion of all contract work. The on-site contract work was completed April 13, 1979. At the time of evaluation of the first time extension, we were unable to forecast the delay effect on Phase "B" since the contract work was just getting into full production and the contractor's schedule indicated that Phase "B" would be completed on time. Further, prior to the granting of added time for Phase "A", the contractor submitted a proposal for a change in the contract stage construction and his proposal was ultimately approved by price agreement. During discussions of the change in stage construction, it was indicated that the change would probably shorten the time required to complete the project. The price agreement did not mention contract time as a consideration. However, the stage construction change reinforced our hope that added time for Phase "B" would not be required.

The contract overran the Phase "B" time limit by 38 calendar days and we must now consider the effect of the railroad protective device delay. The delay was valid for both phases of the project at the time of the delay and, in spite of our hoped-for improvements in project completion time, remains an excusable delay for Phase "B" of the project.

Therefore, the 33 calendar days additional contract time granted for Phase "A" should now be extended to cover Phase "B" by the same 33 calendar days. FHWA concurrence will not be required.

OBJ:fr
cc: H. S. Coulter
Ed Hardt
Arvey Nelson
FHWA

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Vic Atiyeh

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 14, 1979

Hansel Phelps Construction Company
Post Office Box 1978
Vancouver, WA 98665

Gentlemen:

Time Extension Request No. 1
N. Banfield Interchange (N.E. 102nd Ave.)
Contract No. 8577

As a result of your discussion and review with the Region and Resident Engineers concerning contract time on this project, we have reconsidered your time extension request No. 1 in respect to Phase "B" of the project. The 33 calendar day time extension granted for Phase "A" is hereby granted to Phase "B" of the contract. There remains five days of liquidated damages under Phase "B" of this contract.

This additional time is granted with a certain amount of reluctance since it was our understanding that contract changes granted would expedite the project to the mutual benefit of both parties. This was not reduced to writing, and unfortunately did not happen.

Sincerely,

C. T. Keasey
Asst. State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Ed Hardt
Arvey Nelson
Bob Church

Form 81-734-3123 (Rev. 7-77)

I-205
39

REFERRED TO
Beard — Stoudenmeyer
Cole — Sample
Eriksen ✓ Wemen
Hager — Dorn — Lau — N.
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER
Prepare Ltr

Verstoeg
Anderson
Christensen
Olson
Sullivan — White Copy
Terpin
Trout
Wakerlig

RECEIVED
AUG 20 1979
ROAD DESIGN SECTION

Do Not
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Bring
Action

RESIDENT ENGINEER'S PROJECT REPORT

Banfield Int. (N.E. 102nd Ave. Structure)
E. Portland Freeway, I-205
Multnomah County
Contract No. 8577, Prefix No. 626-1037
Arvey D. Nelson, Resident Engineer
July 1979

This job primarily consisted of the extension of the existing 102nd avenue structure to provide room for the roadways of the I-80 & I-205 interchange legs to pass under. The twin, side by side structures, some 450 feet long extended from the 102nd and Fremont intersection south to the side by side structures built in 1936 and 1962. The project structures consisted of eight columns and two abutments utilizing 40 prestressed concrete bulb-T beams to support the continous decks. As part of the contract the contractor was required to build a detour road and structure on Hancock road to provide a second access to Multnomah County Rocky Butte Jail.

The prime contractor was the Hensel Phelps Co. of Greely, Colo. The low bid amount was $1,510,000.00 . The subcontractors were Judson Steel for reinforcing; R.A. Heintz - earthwork; Laneguard, Inc. - signing; Olson Electric Co. - illumination and lighting; Columbia West Materials - paving; Northwest Concrete Cutting Co. - shoring pile. Ross Island supplied the concrete.

The contract was awarded on August 1, 1977. The preconstruction meeting was on August 31, 1977. The first work was the installation of signs on Sept. 7, 1977.

In order to build a detour to be able to excavate the west side of 102nd fill and for the east side of the existing fill to carry two single lanes of traffic, some 300 feet of median had to be removed from the existing structures. About 100 feet of this was over the Union Pacific R.R. right-of-way. The specifications did not mention R.R. insurance. As part of the contractor's work was over the R.R. tracks, he had to purchase this insurance after the contract was let. Price agreement #2 was written to reimburse the contractor for this cost. There was a considerable delay in getting the insurance as the first set of drawings for work over the R.R. was lost by the R.R. This loss delayed the contractor for some 30 days. The phase "A" contract time was extended 30 days to cover this time loss.

In the temporary detour "HC" structure, steel beams were substituted for wood beams in spans 3, 4, & 5. The rest of the bridge was wood. The surface of the bridge has withstood heavy truck traffic for 1½ years with the only bad spot being at the stop sign where vehicles stopped and started.

The stage II footings and columns, according to the plans, were to be built in excavated cells. The contractor started on bent #2 of stage II by driving H-piling to which the contractor attached internal lagging. After beginning excavating inside the cell, the contractor had to drive sheet piling around the outside of the H-piling to keep the sand and gravel from sluffing under the lagging as he excavated. The contractor even dumped bales of straw into the holes alongside the sheet piling to try to stop this sluffing. At one time this straw caught fire from the welders' work. This whole operation was a very slow and costly experience.

The contractor, with the approval of the state (and with appropriate crdits to the project), built a detour east of 102nd so as to eliminate the cell method of construction. It seems that this detour method should have been an option given to the contractor in the original plans.

Traffic is heavy on 102nd avenue, it being the only freeway access westbound east of 59th street and the only north-south crossing of the freeway between 82nd and 122nd avenues. During the three stages and the use of the 102nd detour, sign changes were made. Extra signs were required to control traffic. The state and county traffic people were asked for their suggestions. Traffic speeds thru the construction area were always faster than the 20 mph posted. There were numerous rear end collisions during the course of the job, these being the result of excessivespeeds and the fact that northbound traffic has very little advance view of actual work area. Existing structure is on a "summit" vertical curve and northbound traffic drops over this curve into the work area. Signs were positioned properly, but as usual, it appears that few motorists believed them. The barrier lights were repeatedly stolen or broken and the plastic saftey markers were knocked over and also stolen.

There was a great deal of vandalism on this job to lights, fresh concrete, and water lines. Equipment windows and windshields were broken, trailers were shoved over banks, lumber was stolen and the contractor's office and trailer were broken into.

Nine different deck pours went into each of the two stages of the job. It seems too complicated but was necessary to load and close the pours.

The contractor was given nails at ten foot intervals on the beams with fills to the top of the deck and to the bottom of the outside overhang. This enabled the contractor to work at his own speed and not be dependant on the state at each stage. The nails also provided a method for setting deck finishing machines and bulkheads.

The bending of the stirrups comming out of the top of the beams was a source of disagreement between the contractor and Judson Steel, the reinforcing subcontractor. The plans call for the stirrups to be field bent. Judson said they didn't supply the steel and so they shouldn't have to bend them.

The concrete for this job was supplied by Ross Island. It presented no problems other than the few trucks that were too wet or had the wrong aggregate.

The installation of the P.V.C. pipe in the X-beams presented problems trying to get through all the rebar and stressing rods. The plans gave no dimensions or radius information. The only remark was a note to use "large radius curves". It seems some other area could have been chosen for the downspout in the X-beam area, possibly completely outside the X-beam.

Bid item #17 was for 2000 hours of flagmen at a price of $32,000.00 ; only 312 hours were used. There might have been a closer estimate.

It would have been virtually impossible to set up a crane or position other equipment on the peak excavation limits as shown on the plans for the general excavation under the structure. The structure should have been graded to subgrade. An excavation overrun, authorized by P.A. #7 which widened and leveled the area under the structure, was necessary to enable the contractor to get to the structure work.

The brackets for the telephone ducts could have been designed with an adjustable top so that they would fit the bottom of the deck along with the beam

inserts. Due to the varying deck buildup over the beams, many brackets had to be cut off and each individually fitted to that particular location.

The plans had no provision for handling of pedestrian and bike traffic during Stage III construction, although the Environmental Impact Statement specifically called for provisions to maintain this traffic during all phases of the work. Part of the existing bridge rail had to be removed so as to build a pedestrian stairs and walkway from the existing structure along the easterly edge of the work area to N. E. Fremont.

The illumination on this job presented no important problems. An extra expansion joint in the conduit had to be added at Bent 1 where it had been overlooked in the plans. Pull wires also were added when found that they had also been overlooked in the job plans.

In general this project went very smoothly. There were no major disagreements with the contractor and working relationships between the contractor and State were very good. This contractor supplied a weekly schedule which made the State's planning for men and equipment needs much easier. The contractor also had his own level and transit on the job, and knew how to use them. He was given Temporary Bench Marks (nails) and alignment points so he could proceed without being held up waiting for a survey crew from the State. The end result was a good job and a good structure.

The contract was completed with the use of 44 excess Calendar Days beyond the Specified Completion Date of February 28, 1979. The contractor submitted a request for time extension and was granted 6 days. He has asked for a reconsideration of his extension request and this has not been settled as of this writing.

It is expected that no other claims will be submitted.

Final Inspection of the project was held on Friday, July 20, 1979.

Arvey D. Nelson
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: N. Banfield Int. (N.E.102nd Ave. Struc.)
Highway: E. Portland Freeway, I-205
County: Multnomah

Contract No.:8577
Prefix No.: 626-1037
F.A.I. No.: I-205-7(47)312

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+or-)
	SUMMARY				
	Bid Items	$	1,510,000.00	1,475,145.31	-2.
	Anticipated Items	$	-12,300.00	6,150.48	+50.
	Contingencies	$	68,206.50	51,909.01	-24.
	Engineering	$	121,256.00	133,000.00	+10.
	Liquidated Damages	$	-	-11,400.00	-
	Totals	$	1,687,162.50	1,654,804.80	-2.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Bid Items:

11. Flagmen — Hour — 2000 — 312.5 — -84.
All necessary flagging was performed. Original estimate was too high.

17. Watering — M.Gal. — 680 — 0 — -100.
No watering was required during construction.

19. Class "B" or "C" A.C. — Ton — 1950 — 1256.916 — -64.
It was not necessary to excavate the entire N.E. Fremont and 102nd intersection area or back along the streets from the intersection to full depth shown on plan drawings. Only those areas near the end of the new structure and along curbs were excavated full depth and paved. The remaining areas were given a 2 inch overlay.

Price Agreements:

30401 Temporary Plastic Saftey Markers — Each — 110 — 61 — -45.
Original Bid Item #10 was set up for 23 markers, but more than that were detailed on only one phase of the work. In addition, many of those originally provided were damaged by traffic. A total of 84 markers were eventually used. Also, subcontractor was able to document an error in his original quote in that his written $70. per each was misread at $20. each. The increased number and unit price added $4270. to the contract. When price agreement was initiated the anticipated rate for replacing traffic damaged markers was too high and only 61 of the additional 110 markers set up were used.

30601. Revise State Construction Schedule — Lump Sum — All — All — -
The revision, allowing contractor to build a detour from North end of easterly existing structure to the north along the east side of the work area to the N.E. Fremont-102nd ave. intersection, resulted in a credit to the project of $5000.

STATEMENT OF OVERRUNS AND UNDERRUNS

N. Banfield Int. (N.E. 102nd Ave. Structure)
Contract No. 8577, Prefix No. 626-1037

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	% (+ or -)
30701.	General Excavation (Exceeding Plan Quantity)	Cu.Yd.	25,000	28,333.4	+ 13.

Overrun of price agreement was due to an error in calculation found after the price agreement had been submitted. This price agreement added $44,275. to the contract or about 2.6%, however, it was feld to be more practical to remove excavation under the new structures to such an elevation and to such a cross section where equipment could work in the area and also facilitate excavation for the columns and footings. Also, the contractor reduced his price for this added excavation from Bid Item No. 16 Unit Price of $2.00/Cu.Yd. to $1.65/Cu.Yd. which is believed to be lower than any bid price which would be quoted on the future contract which would have had to remove this material if not done on our contract.

ADJUSTMENTS:				
6001.	Liquidated Damages, Phase "B"	Day	--	44	--
6001A.	Time Extension, Approved 6-29-79	Day	--	6	--

The above two items resulted in a credit to the State of $11,400.00 on this contract. The contractor has asked for reconsideration of portions of his time extension request and these items may change pending resolution of his request.

ANTICIPATED ITEMS:					
94007.	Credit for Maintenance Rock	Dollar	-18,000.00	0.00	-100.

No maintenance rock was produces or used therefore no credit to project.

99999.	Engineering	Dollar	121,256.00	133,000.00	+ 10.

The Semi-Final Estimate amount is an estimated only quantity. Final Region I and Salem checking , and miscellaneous field office work have yet to be done and billed. Project ran over in time by about 1.5 months incurring added engineering costs. Two crews (Nelson and Tison) were working on project a times which would add administrative costs for rent, equipment and utilities, etc.

857

July 27, 1979

Judson Steel Corporation
P. O. Box 209
Vancouver, WA 98666

Attention: R. A. Williams
General Manager

Gentlemen:

Thank you for your letter of July 17, 1979, advising us that you have settled your claim with Hensel Phelps Construction Co. in connection with their Contract No. 8577, North Banfield Interchange on the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise all interested parties.

Sincerely,

C. W. Read
COMMISSION SERVICES

CWR:dda

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

NOTED ON CARD
7-27-79
dda

JUDSON STEEL Corporation
ELECTRIC MELT SHOP ★ ROLLING MILLS ★ FABRICATION
P. O. BOX 809 • VANCOUVER, WASHINGTON 98660
2000 EAST COLUMBIA • VANCOUVER, WASHINGTON 98661

July 17, 1979

Department of Transportation
Commission Services Section
Transportation Building
Salem, OR 97310

Attention: C.W. Head
I-205 North Banfield Interchange
N.E. 102nd Ave. Structure
Subject: Your June 22, 1979 Letter

Please be advised that we have settled our claim with Hensel Phelps Construction Company on the subject project and you may release any monies held for this reason.

R.A. Williams
General Manager

RAW/psk

cc: Hensel Phelps

NOTED
C. W. HEAD

RECEIVED
JUL 19 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8577

June 29, 1979

Hensel Phelps Construction Company
P. O. Box 1978
Vancouver, WA 98665

Gentlemen:

Time Extension Request
N. Banfield Intchg. (N.E. 102nd Avenue)
Contract No. 8577
I-205-7(47)312

Your Requests Nos. 2, 3, and 4 for additional time to complete the above contract have been carefully reviewed. A time extension of six calendar days is granted due to reasonably unpredictable weather. This time extension applies to Unit "B" of the contract and the revised specified completion date becomes March 6, 1979. There remains 38 days of liquidated damages for Unit "B" of the contract. The remaining items in your requests were considered but were not considered valid reasons for granting additional time.

If you wish a more detailed review of this matter, or if you wish to present additional information, please contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:lt jh
bc: Federal Highway Administration
C. T. Keasey
Ed Hardt
Arvey Nelson
Bob Church
Richard Hacek

FORM 81-734-8080

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 26, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Requests
N. Banfield Int. (NE 102nd Ave.)
Contract No. 8577

TO: H. S. Coulter
State Highway Engineer

Hensel Phelps Construction Company, contractor on the above project has submitted Time Extension Requests Nos. 2, 3, and 4 requesting 51 additional calendar days in which to complete this contract. The contractor claims 18 calendar days for weather delays and 33 calendar days for delayed railroad protective measures approval.

I have reviewed and concurr with the Resident Engineer's analysis and recommendation. A copy of the Resident's report is attached. It is therefore recommended that Unit "B" time be extended by 6 calendar days due to unusually severe weather conditions. All liquidated damages were excused for Unit "A" of this contract under contractor's request No. 1. There will remain 38 days of liquidated damages for Unit "B".

This is a Federal-aid Interstate project and FHWA concurrence is not required. A rough draft letter to the contractor is enclosed.

OBJ:lt
Attachment

cc: Ed Hardt
Arvey Nelson

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

9250 N.E. Skidmore, Portland, Ore., 97220

May 22, 1979

FILE: CON 5
8577

FROM: Arvey D. Nelson
Resident Engineer

TO: Edward L. Hardt
Region I Engineer

RE RME ROE HE
TE RECEIVED
UE MAY 23
SO REGION I
TO

SUBJECT: Time Extension Request
N. Banfield Int. (N.E. 102nd. Ave.)
E. Portland Frwy., I-205
Cont. 8577, Prefix 626-1037

Submitted for your consideration are time extension requests received from Hensel Phelps Construction Company requesting 51 additional days be granted for completion of the Unit "B" phase of subject contract work without the assessment of Liquidated Damages.

Enclosed are contractor's Serial Letters Nos. 43, 44, 45, 46, 47, and 48, each related to the Time Extension Request. Serial Letter #43 requests a six-day extension (January 9 - 14, 1979) due to severe weather conditions. Serial Letter #44 requests an additional seven days (January 15 - 21, 1979) also due to severe weather. Severe weather also is basis for Serial Letter #45 asking for five days extension (January 31 - February 4, 1979). Serial Letter #46 requests the State to reconsider the contractor's previous Time Extension Request based upon delayed approval of their railroad protective measures and allow 33 additional days for work under Unit "B". (The State had granted a 33-day extension based upon delayed approval for work under Unit "A" only by letter from Scott Coulter, dated August 3, 1978.) Serial Letter #47 corrects the Request Nos. for Serial Letters 44 and 45. Serial Letter #48 provides a weather summary to substantiate the time extension requests based upon sever weather by letters 43, 44, and 45.

On August 1, 1977, this 1.51 million dollar contract was awarded to Hensel Phelps Construction Company. The original specified contract completion stipulated: (1) Unit "A", which provided for a haul road under spans 3 and 4 of the 102nd. Avenue Structure, to be completed by July 31, 1978, and (2) Unit "B", that all contract work be completed by February 28, 1979.

Unit "A" work was completed on September 2, 1978, without the assessment of Liquidated Damages as, prior to this completion, a 33-day time extension was granted Unit "A" work as noted above. This extension was granted to compensate the contractor for delays in contract work caused by a late railroad approval of the contractor's proposed protective shoring measures.

Unit "B" work was completed April 13, 1979, with 44 days of Liquidated Damages assessed to the contract. As noted above, no additional time due to railroad delays, requested by the contractor with the original time extension request, has been allowed for the Unit "B" work.

In considering the contractor's request for 18 days additional time due to severe weather during the month of January 1979, there is no question but that snow, ice, and cold weather during this period did slow work and prevent the pouring of structural concrete. Extreme conditions did prevail during the week from January 9, through 14, 1979, with power outages, in addition to the weather, actually curtailling all construction activity. During the remainder of the month, however, limited construction activity was performed other than the placing of concrete. I would therefore recommend consideration only of the 6-day extension requested by Serial Letter #43 be granted due to severe weather. I have enclosed photos of the existing icey conditions.

In considering the contractor's request that the State reconsider a previous time extension request and grant 33 additional days to Unit "B" work due to railroad delays in approving the protective shoring plan as was previously granted for Unit "A" work, we offer the following data:

(1) The contractor's initial extension request was submitted in mid December 1977, approximately three (3) weeks after the railroad approval had been received. Contract work at that time was only in the third month and was just getting into full production. At that early date, it was difficult to project the impact the delayed railroad approval would have on the Unit "B" completion.

(2) In March 1978 the contractor proposed a major change in the contract plan stage construction schedule. His proposal was to construct a detour for the 102nd. Avenue traffic around the structure site. This would allow combining Stage II and part of Stage III footing excavations and permit an open "glory hole" method of excavation. Most important, this plan would eliminate costly cofferdam work by the contractor. The contractor contended the State would also benefit in that, by approving this stage construction revision, it would enable the contractor to complete all contract work by the first of the year, 1979, two months prior to the Specified Completion Date for Unit "B" work. The detour revision was approved by the State and, at that time, it was anticipated by all parties, work would be completed for the entire job by January 1979.

(3) When forwarding the contractor's first time extension for consideration in June of 1978, I recommended a 30-day extension only for the Unit "A" work, as the contractor fully anticipated the Unit "B" work would be completed prior to the Specified Completion Date. With traffic on the revised detour mentioned above at that time and with the productive summer months ahead for construction, I also felt Unit "B" work would be completed as specified.

(4) We have enclosed a contract completion schedule, received from the contractor on October 19, 1978. This schedule details a January 1979 contract completion and was submitted at our request when the contractor continued, as he had since March 1978, to project a January 1979 contract completion, when, in fact, construction work had not progressed as planned previously by the contractor. On occasions during the Summer we had reminded the contractor that work was behind schedule. At this late date (October 1978) we anticipated the contractor would be hard pressed to complete work by the projected January 1979 date.

In summary, I feel the contractor unquestionably had the opportunity to complete Unit "B" work within the Specified Completion time. During the preceeding Summer months of 1978, for various reasons such as working a short crew, having limited equipment available, and having other conflicting work under contract, work performed on Contract No. 8577 was at a production rate of considerably less than 100 percent and as a result, work was not completed either as specified in the contract or as scheduled by the contractor. I therefore recommend Unit "B" work not be allowed additional time due to delays in obtaining approval of proposed railroad shoring.

ADN:erc

Encls.

M-330 (Rev. 9-78)

OREGON STATE HIGHWAY COMMISSION

Request No. 4 - Reference Serial Letter No. 45

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 5, 1979

Gentlemen:

We, the undersigned, respectfully request the Contract time under (b) to be extended a total of five (5) calendar days over and above the extension requested on January 22, 1979, for Contract No. 8577.

The Contractor was unable to prosecute work critical to completion of subject Contract between Wednesday, January 31, 1979 through Sunday, February 4, 1979 as a result of unusually severe weather conditions. These weather conditions were not reasonably predictable.

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By R. W. Pence

CONSENT OF SURETY

Date February 5, 1979

We, The Aetna Casualty and Surety Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William C. Bensler
Attorney-in-fact

William C. Bensler (SEAL)

No longer required
Resident Agent

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
0 2 1979
FILE:

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8577 Contractor Hensel Phelps Construction Company

Highway E. Portland Freeway, I-205

Section N. Banfield Interchange, (N.E. 102nd. Avenue Structure)

Kind of Work Grading, Paving, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or [redacted]D. The reasons for such recommendation are as follows:

Recommended for Approval:

Marin Croft
Regional Engineer

O. B. Jackmond
For Construction Engineer ~~& Bridge Engineer~~

H. L. Coulter
State Highway Engineer

Contract No.	8577
Project designation	F.A.I. I-205-7(47)312 State-Federal
Date awarded	August 1, 1977
Work started	September 7, 1977
Per cent completed	100%, April 13, 1979 Date
Specified Completion Date ~~No. of Workdays Allowed~~	Unit "B" 2-28-79
Actual Completion Date ~~No. of Workdays Used~~	Unit "B" 4-13-79
No. of Added ~~Workdays~~ Calendar Days Requested	5

SP*57665-734

E—320 (Rev.)—6M—5-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Request #3 - Reference
Serial Letter No. 44

Oregon State Highway Commission
Salem, Oregon

Date January 22, 19 79

Gentlemen:

We, the undersigned, respectfully request the Contract time under (b) to be extended a total of seven (7) calendar days over and above the extension requested on January 15, 1979, for Contract No. 8577.

The Contractor was unable to prosecute work critical to completion of subject Contract between Monday, January 15, 1979 through Sunday, January 21, 1979 as a result of unusually severe weather conditions. These weather conditions were not reasonably predictable.

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By R. W. Phelps

CONSENT OF SURETY

Date ....., 19.....

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact

Beverley Schippers (SEAL)

Resident Agent

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 31979

FILE: .....

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8577 Contractor Hensel Phelps Construction Company

Highway E. Portland Freeway, I-205

Section N. Banfield Interchange (N.E. 102nd. Avenue Structure)

Kind of Work Grading, Paving, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommended for Approval:

Marian Craft
Division Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter
State Highway Engineer

State Printing 27939

Contract No. 8577

Project designation F.A.I. I-205-7(47)312 State-Federal

Date awarded August 1, 1977

Work started September 7, 1977

Per cent completed 100%. April 13, 1979 Date

Specified Completion Date ~~No. of Workdays Allowed~~ Unit "B" 2-28-79

Actual Completion Date ~~No. of Workdays Used~~ Unit "B" 4-13-79

No. of Added ~~Workdays~~ Calendar Days Requested 7

E-220 (Rev.)—SM—8-60

OREGON STATE HIGHWAY COMMISSION

Request #2 - Reference
Serial Letter No. 43

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 16 1979
FILE:

Oregon State Highway Commission
Salem, Oregon

Date January 15, 1979

Gentlemen:

We, the undersigned, respectfully request the Contract time under (b) to be extended a total of six (6) calendar days over and above the extension requested on December 23, 1977, for Contract No. 8577.

The Contractor was unable to prosecute work critical to completion of subject Contract between Tuesday, January 9, 1979 through Sunday, January 14, 1979 as a result of unusually severe weather conditions. These weather conditions were not reasonably predictable.

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By R. W. Frei

CONSENT OF SURETY

Date January 15, 1979

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact

Beverley Schippers (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8577 Contractor Hensel Phelps Construction Company

Highway E. Portland Freeway, I-205

Section N. Banfield Int. (N.E. 102nd. Avenue Structure)

Kind of Work Grading, Paving, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Severe weather conditions

Recommended for Approval:

Marion Loft
Division Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

H. J. Coulter
State Highway Engineer

State Printing 27029

Contract No. 8577

Project designation FAI. I-205-7(47)312 State-Federal

Date awarded August 1, 1977

Work started September 7, 1977

Per cent completed 100% 4-13-79

Specified Completion Date (Date)
~~No. of Workdays Allowed~~ Unit "B" 2-28-79

Completion Date
~~No. of Workdays Used~~ Unit "B" 4-13-79

Calendar Days
No. of Added ~~Workdays~~ Requested 6

8577 53603

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

RECEIVED
JUN 25 1979
NORMA PAULUS
SECRETARY OF STATE

June 22, 1979

FILED
JUN 25 1979
NORMA PAULUS
SECRETARY OF STATE

Judson Steel Corporation
P. O. Box 209
Vancouver, WA 98666

Attention: R. A. Williams
General Manager

Gentlemen:

This will acknowledge your claim letter of June 19, 1979, with attached copy of your May 23, 1979, letter to Marian Craft of the Highway Division notifying us that Hensel Phelps Construction Co. owes you for labor involving precast girders stems in the amount of $12,529.60.

From the description given in your letter, this appears to be in reference to the Hensel Phelps Construction Co. Contract No. 8577, N. Banfield Interchange Section in Multnomah County.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety and prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

NOTED ON CARD
6-29-79 dda

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 731-0027

JUDSON STEEL Corporation
ELECTRIC MELT SHOP ★ ROLLING MILLS ★ FABRICATION
P.O. BOX 209 • VANCOUVER, WASHINGTON 98666
2000 EAST COLUMBIA • VANCOUVER, WASHINGTON 98661

June 19, 1979

Department of Transportation
Commission Services Section
Transportation Bldg.
Salem, OR 97310

Attention: Mr. C.W. Head, Manager

Subject: I-205 North Banfield Interchange
N.E. 102nd Ave. Structure
Contract No. 8577

We are in a dispute with the General Contractor, Hensel Phelps Construction Company, over some labor spent on this project involving precast girders stems.

Attached please find a letter sent to Marion Craft that explains in more detail our problem.

We are by this letter filing a claim against the prime contractors preformance bond for the amount of twelve thousand five hundred twenty nine dollars and sixty cents. ($12,529.60)

Please direct us if there are other procedures that we need to take.

R.A. Williams
General Manager

RAW/psk

NOTED
C. W. HEAD

RECEIVED
JUN 21 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ADDISON STEEL, Incorporated
ELECTRIC MELT SHOP * ROLLING MILLS * FABRICATION
P.O. BOX 209 • VANCOUVER, WASHINGTON 98666
2000 EAST COLUMBIA • VANCOUVER, WASHINGTON 98661

May 23, 1979

Oregon State Highway Division
P.O. Box 02157
Portland, OR 97202

Attention: Mr. Marian Craft

Subject: I-205 North Banfield Interchange
N,E. 102nd Ave. Structure

On the referenced project we have a dispute with Hensel Phelps Construction Company over labor involved in field bending the bars projecting from the precast concrete girders, specifically bid items 40,41, 42, and 43.

We did not include any work on these items in our subcontract with them.

We are requesting by this letter that you withhold monies from their final payment until we have a chance to resolve this dispute with them by arbitration or litigation.

The sum in dispute is twelve thousand five hundred twenty nine dollars and sixty cents ($12,529.60).

Please inform us of your action in this matter.

R. A. Williams
General Manager

cc: H.P.

RAW/psk

RECEIVED
JUN 21 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8577

I-205-39

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: Duane O. Christensen
Final Design Engineer

DATE: December 21, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Closure of 102nd Avenue Off-ramp
Interstate 205 - North Banfield Interchange
Multnomah County

In conjunction with the stage construction of the Interstate 205 - North Banfield Interchange, it has been determined that closure of the 102nd Avenue off-ramp will be necessary. You requested an analysis of the effects of diverting the 102nd Avenue off-ramp traffic to other facilities.

The major traffic diversion is expected to route via the N.E. Halsey Street off-ramp to 102nd Avenue thence, north on 102nd Avenue. A P.M. peak hour traffic count was obtained at the intersection of N.E. Halsey Street and 102nd Avenue to determine if adverse level of service conditions would result. Our analysis indicates that sufficient capacity exists at the N.E. Halsey Street-102nd Avenue intersection to accommodate the traffic from the 102nd Avenue off-ramp, even if all of it diverts. The separate left turn lane from Halsey Street to 102nd Avenue operates during the same signal phase as the west to east through movement on Halsey Street. The green time given to the west - east through movement is more than adequate to accommodate the additional traffic that will be added to the separate left turn lane from Halsey Street to 102nd Avenue.

L. E. George
Traffic Engineer Supervisor

JH:cs

cc: E. L. Hardt

REFERRED TO
Beard ✓ Stoudenmayer
Cole Sample
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Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen Dan
George
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DEC 22 1978
ENGINEERING SECTION

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Return To
Bring Up ___/___/___
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3. 8577 ○ ○ 1-205-39

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services DEPT. 238-8231 TELEPHONE

TO: DUANE CHRISTENSEN
Final Design Engineer

DATE: December 14, 1978

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Water Line Relocation
North Banfield Interchange

A 4" cast iron water main presently extends from Northeast 102nd Avenue, crosses under the Banfield Freeway and U.P.R.R. tracks, and feeds a cluster of buildings along Hancock Drive. All of these buildings are now state-owned. Presently the water line services a fire hydrant and a resident engineer's office. A section of this pipe will be removed by "EN" ramp excavation.

Since the resident plans to remain there as long as possible, it is desirable to maintain water service. This could be done by grading the "EN" ramp up to station 264+90, place new Transite or PVC pipe under the graded portion (as shown on accompanying plan), and finish the grading. Or it may be better to use a temporary above-ground hook-up until grading is completed and then install new pipe under the ramp.

The present pipe is approximately 60 years old. Its depth is unknown. A pressure reading at the manhole on 102nd Avenue indicated 55 p.s.i.

Submitted are plan and ground-line profile of this site.

PH:pq

cc Ed Hardt
Gary Kennen

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
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Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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DEC 18 1978
ENGINEERING SECTION

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Bring Up / /
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81-128-1387

8577 ? ? 1-205-39

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 13, 1978

Duane O. Christensen
Final Design Engineer

K. D. Limbocker
Metro Design Engineer

N. Banfield Interchange
East Portland Freeway
Multnomah County

hi -

A high-dri cell attenuator is proposed in the gore area at the Eastbound exit from the Banfield Freeway to N.E. 102nd Street. Concrete shoulder barrier will be placed on each side of the columns.

Please obtain cross-sections at the locations indicated on the accompanying sketches.

LKW:ab
Enclosure

Vorsteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
OCT 16 1978
ENGINEERING SECTION

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Do Not File ☐
Return To
Bring Up ___/___/___
Action

8577

HENSEL PHELPS CONSTRUCTION COMPANY

August 4, 1978

Oregon State Highway Division
9250 N.E. Skidmore Street
Portland, Oregon 97220

Attention: Mr. Arvey Nelson

Subject: North Banfield Interchange
Serial Letter No. 34

Gentlemen:

Receipt of the letter dated August 3, 1978 from the State Highway Engineer is acknowledged.

You are advised that the time extension granted by this letter is not sufficient and is not in accordance with our request for 65 days as set forth in the Serial Letter No. 16, dated December 23, 1977.

Until such time as the requested time extension is granted, we shall continue a constructive acceleration program with the costs inherent with this schedule for the account of the Oregon State Highway Division.

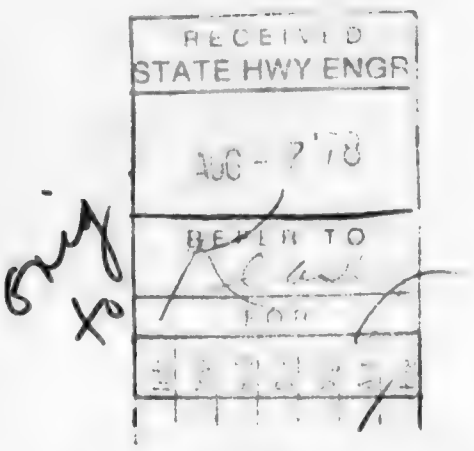
Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Robert W. Pierce
Project Manager

RWP:nc

cc: Jim Watterson
Frank Ward
Regional Engineer, Milwaukie
State Hiway Engineer, Salem



57737.1

P.O. Box 1978, Vancouver, WA 98665
GREELEY, COLORADO 80631
PORT OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 S 8TH AVENUE · AREA CODE 303 352-6565

8577

August 3, 1978

Hansel Phelps Construction Company
Post Office Box 1978
Vancouver, WA 98665

Gentlemen:

We have carefully reviewed your request for time extension on Contract No. 8577, N. Banfield Intch. (N.E. 102nd Ave.).

A time extension is hereby granted changing the specified completion date from July 31, 1978 to September 2, 1978. The time extension is granted due to the additional time required for approval of the railroad protective proposal. This extension will apply to contract time on Unit "A" only.

Should you have any questions in this matter, please contact the Region Engineer or the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
Marion Craft
Arvey Nelson
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 2, 1978

FILE: CON 5 #8577

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
N. Banfield Intch. (N.E. 102nd Ave.)
Multnomah County
Contract No. 8577

Hensel Phelps Construction Company, contractor on the subject project, requests a 65-day time extension. The request is based on delay in receiving approval of a railroad protection proposal which was an added contract requirement. Pertinent dates are:

Date of award	August 1, 1977
Work began	September 7, 1977
Specified completion (Unit "A")	July 31, 1978

Railroad protective measures were inadvertently omitted from the contract special provisions. The contractor was informed of these requirements at the preconstruction conference on August 31, 1977. His first two proposals, submitted September 7 and September 27, were checked by our Bridge Design Section and found to contain design errors. A third proposal submitted October 5 was approved by the Design Section and forwarded to UPRR for their approval. Contract removal work on 102nd Ave. structure was suspended on October 14 pending railroad approval of the proposal.

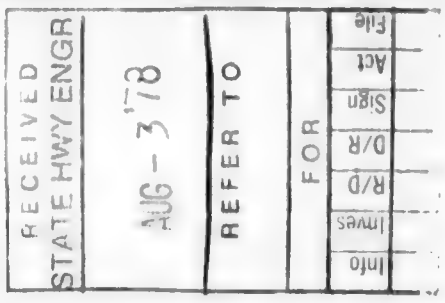
Expedient approval of the contractor's protective plan by OSHD and the railroad would require approximately three weeks. Based on this estimation, had the contractor's initial plan been acceptable, approval would have been received by September 28, prior to the time the contractor had to suspend work.

Approval of the contractor's third proposal submitted October 5 would be expected to be returned by October 26. The proposal was not received until November 28 at which time the contractor resumed work. This 33-day delay in approving the proposal was due to misplacement while pending railroad acceptance. This time should be granted to the contractor.

The additional time applies to Unit "A" only. With the additional 33 days, the specified completion for Unit "A" will be extended from July 31, 1978 to September 2, 1978.

This is a Federal-aid Interstate project and FHWA concurrence is not required. A rough draft letter to the contractor is attached.

OBJ:fr
Att.
cc: Marion Craft
Arvey Nelson
Robert Church



B-220 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 23, 1977

Gentlemen:

We, the undersigned, respectfully request the Contract time under (a) to be extended from July 31, 1978 to October 4, 1978 (65 days) and under (b) to be extended from February 28, 1979 to May 4, 1979 (65 days), within which to complete our Contract No. 8577 without the assessment of liquidated damages. The said Contract is described as follows: North Banfield-Interchange - 102nd Avenue.

The dates during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The Contractor was unable to prosecute work critical to completion of subject Contract between September 27, 1977 and December 2, 1977 (65 days). The suspension of work was as a result of a post bid requirement of the Oregon State Highway Department to provide a Union Pacific Railroad approved track protection device.

Respectfully submitted,

Hensel Phelps Construction Company
Contractor

By R. W. Pierce
Robert W. Pierce, Project Manager

CONSENT OF SURETY

Date December 23, 1977

We, The Aetna Casualty and Surety Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
William C. Bensler

(SEAL)

(no longer required)
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8577 Contractor Hensel Phelps Construction Company

Highway E. Portland Freeway, I-205

Section N. Banfield Interchange (N.E. 102nd. Avenue Structure Extension)

Kind of Work Grading, Paving, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

A time extension is granted changing the specified completion date from July 31, 1978 to September 2, 1978, due to additional time required for approval of the railroad protective proposal. This extension will apply to contract time on Unit "A" only.

Recommended for Approval:

Regional Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8577
Project designation	Federal, I-205-7(47)312 (State-Federal)
Date awarded	8-1-77
Work started	September 7, 1977
Per cent completed	39% 3-20-78
Specified Completion Date (Date)	a) 7-31-78 b) 2-28-79
~~No. of Workdays Allowed~~	
Date Completed	a) not yet
~~No. of Workdays Used~~	b) not yet
No. of Added Calender Workdays Requested	65

SP*67965-734

8577 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-17-78

FEDERAL AID PROJECT NO.
[redacted]05-7(47)312

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71012

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-6-77	3-9-78	STATE ROUTE NUMBER

GENERAL LOCATION:
"North Banfield Interchange (NE. 102nd Avenue Str) Section"

GENERAL DESCRIPTION OF WORK:
Railroad Protective Services

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRICTION - PROCEED ON ~~AN AGREED~~ PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 9, 1978, as requested in Mr. Keasey's letter of April 7, 1978 as being in the public interest for the use of Railroad Forces to proceed with the above work, as represented by State Force Order No. 3 and is approved for TEC NTE $1,500, Federal funds $1,383.

NOTED
F. B. KLABOE
4-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-78	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

I-205-39

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 15, 1978

Duane O. Christensen
Final Design Engineer

O. B. Jackmond
Contract Administration Engineer

Review of Proposed
Temporary Protection and
Direction of Traffic on
Proposed Detour
N. Banfield Interchange (102nd Ave.)
East Portland Freeway
Multnomah County
Contract No. 8577

Reference your letter of March 10, 1978, with attached correspondence and proposed plans.

We have reviewed the proposed temporary protective measures and approve them, as modified on Drwg. 57739-7.

We point out that careful attention should be given to placement of the temporary pavement markers in the intersection of 102nd Avenue and N.E. Fremont Street so that no traffic will be confused as to their path of travel for either the through movement on 102nd Avenue or the left turn movement from N.E. Fremont Street to 102nd Avenue. We also question the use of painted striping and divider island on N.E. Fremont Street unless you plan a slurry overlay to obliterate this temporary channelization upon completion of need for same. The same comment applies to the stop bars and we suggest consideration of white pavement tape for these items.

WGB:ab
Attachments
cc: W. G. Beard

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
MAR 16 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 10, 1978

FILE: CON 5 #8577

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Proposed Detour
N. Banfield Interchange (102nd Ave.)
Contract No. 8577

TO: D. O. Christensen
Final Design Engineer

The contractor has proposed a detour on this project in order to facilitate his completion of the revision to the 102nd Avenue structure. A copy of the contractor's proposal is attached showing the detour layout together with the temporary protection and direction of traffic measures proposed.

Will you please check the temporary protection measures and provide us with your recommendations. When you are finished, we would appreciate your returning them to us.

OBJ:fr

Att.

Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 13 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 9, 1978

FILE:

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: N. BANFIELD INTCHGE.
(102nd Ave. Ext.)
Contract No. 8577

TO: BRYANT JACKMOND
Construction Administration Engineer

Attached is a letter from the contractor to Arvey Nelson and some drawings requesting approval to go with a detour around 102nd instead of staging traffic as shown on the plans. We've met with Multnomah County and they have no objections, except they want to review the final configuration at 102nd and Fremont. I've talked to George Hopkins and Adrian Olson about this also and they have no objections to the concept.

Arvey and I talked to the contractor on Wednesday, March 8, and told him the idea or concept was o.k., but that the price adjustment may be difficult to agree to, and that this was at his request and for his benefit, and we certainly wouldn't be interested if it cost us anything. Also, the change to this plan will not effect completion time, and if he has any claim for time extension, this should be considered as an entirely separate item.

The contractor (Bob Pierce) understood this, and wants to do this badly enough so that he stopped the work on all construction and will depend on us getting an acceptable price adjustment agreed on. on the cofferdams

The attached plans are for your review as you requested.

Routing

Keasey	RECEIVED	Richards
Bond		Glenn
Jackmond	MAR 10 1978	Berg
Hopkins		Church
Johnsen	CONSTRUCTION	Gebauer
Inloes	SECTION	Widmer

MC/ggw

Attachment

cc: Nelson

HENSEL PHELPS CONSTRUCTION COMPANY

March 6, 1978

Oregon State Highway Department
9250 N.E. Skidmore Street
Portland, Oregon 97220

Attention: Mr. Arvey Nelson

Subject: North Banfield Interchange
Contract No. 8577
Serial Letter No. 20

Gentlemen:

Transmitted herewith are six copies of Drawing No. 57739-7 delineating the proposed detour to be constructed on the east side of N.E. 102nd Avenue on subject project.

The detour, as proposed, will remove traffic from 102nd Avenue between Fremont Street and the existing structure thereby permitting excavation of the majority of the area presently under traffic. By permitting access to Piers 3, 4 and 5 of Stage III during construction of Stage II, it is anticipated that completion of this contract can be accelerated by up to two months.

It is intended that embankment material necessary for the detour construction will be obtained from required excavation on the east side of the detour. It is understood that construction quality will be comparable to similar detours and variations to the plan proposed would require prior approval by the Engineer.

Signing will be as shown or in accordance with the requirement set forth in the Uniform Traffic Control Manual. Illumination will be comparable to that existing and as approved by Multnomah County. Signal heads will be placed in accordance with the drawings, subject to the approval of the Multnomah County Traffic Department. It should be noted that the grade and alignment design of the proposed detour is based on 35 MPH whereas the construction zone is signed for 20 MPH.

Inasmuch as time is critical to our present construction schedule, a prompt decision on the proposed detour is urgently required. The enthusiasm and effort displayed by State personnel in this matter to date has been extremely gratifying and greatly appreciated.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Robert W. Pierce
Project Manager

cc: Bill Ward, Fred Angell, Frank Ward
57739.1

P.O. Box 1978, Vancouver, WA 98665
GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE AREA CODE 303 352-6565

8677

Marion

Salem, Oregon
October 26, 1977

J. H. Versteeg
Head of Engineering

J. E. Boyd
Right of Way Manager
BUILDING

49926-A Bones
" -B Cain
Pudding River Br. Sect.
Mason County Road
Marion County

Attached are 2 descriptions, an authorization and R/W prints for the subject project, which is scheduled for March 23, 1978.

Marion County is to acquire this R/W.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS

Attach.

8577

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 9-9	FEDERAL-AID PROJECT AGREEMENT 8-18-77	County Multnomah
		Project No. I-205-7(47)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. I-80N

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,703,981	$ 1,571,752

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. I-205-7(47)312

N. Banfield Intchge. (N.E. 102nd Ave. Str.) Section
East Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code X681
Structure - N.E. 102nd Ave. (Sta. L245+00)

Mobilization	All Required		$ 150,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	455 Sq.Ft.	7.00	3,185.00
Temporary Barricades	3 Only	100.00	300.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	150 Lin.Ft.	5.00	750.00
Temporary Guard Rail On Structure, Lighted	500 Lin.Ft.	10.00	5,000.00
Temporary Guard Rail, Type 2A, Lighted	1,295 Lin.Ft.	10.00	12,950.00
Temporary Concrete Barrier, Lighted	400 Lin.Ft.	15.00	6,000.00
Moving Temporary Concrete Barrier	175 Lin.Ft.	3.00	525.00
Temporary Plastic Safety Markers	23 Only	20.00	460.00
Flagmen	2,000 Hour	16.00	32,000.00
Temporary Reflective Pavement Markers	150 Only	5.00	750.00
Temporary Traffic Signal Adjustment	All Required		1,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		10,000.00
General Excavation	56,500 Cu.Yd.	2.00	113,000.00
Watering	680 M-Gal.	10.00	6,800.00
Aggregate Shoulders	130 Ton	6.00	780.00
Class "B" or Class "C" Asphalt Concrete	1,950 Ton	16.00	31,200.00
8-inch Culvert Pipe	60 Lin.Ft.	7.00	420.00
12-inch Culvert Pipe	68 Lin.Ft.	8.00	544.00
Guard Rail, Type 2A	538 Lin.Ft.	10.00	5,380.00
Guard Rail Anchors, Type 2	4 Only	250.00	1,000.00
Rail End Pieces, Type B	4 Only	60.00	240.00
Concrete Walks	15 Sq.Yd.	20.00	300.00
Concrete Curbs	40 Lin.Ft.	7.00	280.00
12-inch Culvert End Sections	4 Only	75.00	300.00
Adjusting Inlets	2 Only	300.00	600.00

Roadside Mulching	1 Acre	350.00	$ 350.00
Roadside Seeding and Mulching (Punch in straw)	1 Acre	800.00	800.00
Roadside Seeding and Mulching	1 Acre	500.00	500.00
"HC" Line Structure	All Required		60,000.00
Alterations to Existing Structure	All Required		75,000.00
Shoring, Cribbing, Etc.	All Required		225,000.00
Structure Excavation	2,000 Cu.Yd.	12.50	25,000.00
Structure Excavation Below Elevations Shown	200 Cu.Yd.	5.00	1,000.00
Structural Concrete, Class 3300	All Required		80,000.00
Structural Concrete, Class 4000	All Required		70,000.00
Structural Concrete, Class 4500	All Required		112,594.00
100'/105' Bulb Tee Prestressed Beams	12 Only	5,500.00	66,000.00
105'/110' Bulb Tee Prestressed Beams	13 Only	6,000.00	78,000.00
110'/115' Bulb Tee Prestressed Beams	4 Only	6,000.00	24,000.00
115'/120' Bulb Tee Prestressed Beams	11 Only	6,500.00	71,500.00
Reinforcement	All Required		100,000.00
Coated Reinforcement	All Required		45,000.00
Reinforced Concrete Bridge End Panels	163 Sq.Yd.	40.00	6,520.00
Structural Steel	All Required		15,000.00
Two Tube Metal Railing	472 Lin.Ft.	30.00	14,160.00
Three Tube Metal Railing	458 Lin.Ft.	35.00	16,030.00
6-inch PVC Pipe	254 Lin.Ft.	8.00	2,032.00
1 1/4-inch Electrical Conduit	500 Lin.Ft.	5.00	2,500.00
8-foot Temporary Screen Walls	475 Lin.Ft.	10.00	4,750.00
Telephone Line Installation	All Required		1,000.00
ILLUMINATION			
Removal of Existing Illumination	All Required		1,000.00
Pole Foundations	All Required		1,000.00
Roadway Lighting Poles and Bracket Arms	All Required		5,000.00
Luminaires and Ballasts	All Required		1,500.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		1,000.00
			$1,510,000.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 250.00
Remove Pavement Striping (Exist. & Temp.)	All Required		300.00
Temporary Erosion Control	All Required		2,500.00
On-the-Job Trainees (2 @ $800)	All Required		1,600.00
			$ 4,650.00

	Subtotal	$1,514,650.00
	Engineering	189,331.00
	Total	$1,703,981.00

Length of Project . . . . . 0.00 Mile

Work Retained in Program Status
(Not included in totals below)

Temporary Illumination	All Required	$ 750.00

Federal Funds (92.24%)	$1,571,752.00
State Funds.	132,229.00
Total	$1,703,981.00

Group 1
Contract No. 8577
Prefix No. 626-1037

N. Banfield Intchge. (N.E. 102nd Ave. Structure) Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$	300.00

8577

9

July 11, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 28 on the following projects:

1. Old Dry Creek-Ochoco Highway
   Mill Creek Road (County Road), Crook County
   Grade and Base - 28-foot top width

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Barnett Road at Black Oak Drive in Medford
   Jackson County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Chocktoot Street and First Avenue in Chiloquin
   Klamath County
   Grade and Pave - city streets with two 12-foot lanes and two 8-foot parking strips

   Same as No. 1.

4. 7th Avenue-Willamette River (Eugene)
   Eugene-Springfield Highway, Lane County
   Structure Repair

   Same as No. 2.

5. Parsons Creek Bridge
FAS A464, Marcola Road, Lane County
Structure - 37.5-foot roadway on bridge incorporating a right turn lane.

Same as No. 1.

6. Long Tom River Bridge
FAS A456, High Pass Road, Lane County
Grade, Pave and Structure - 37.5-foot roadway on structure

Grading and paving incidental to structure.
Same as No. 1.

7. N.E. Glisan Street-S.E. Division Street
East Portland Freeway Highway, Multnomah County

This section incorporates a 10-foot Class I bikeway.

8. S.W. Barbur Blvd-S.W. Taylors Ferry Road
Terwilliger Boulevard, Multnomah County

This is a bikeway project consisting of the construction of Class I and Class II bikeways.

9. S.E. Division Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structure

Grading and paving incidental to structure. 8-foot sidewalk/bikeway provided on each side of structure.

10. N.E. Prescott Street Undercrossing
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Same as No. 9.

11. N. Banfield Intchge (N.E. 102nd Avenue Structure)
East Portland Freeway Highway, Multnomah County
Grade, Pave and Structures

Grading and paving incidental to structure. One 8-foot sidewalk provided; structure parallels proposed I-205 bikeway.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell

8577

I-205

ENVIRONMENTAL REVIEW CHECKLIST

8-25-77
~~2-9-77~~
~~6-23-77~~ Bid Letting _____ All Clear Deadline

ALL CLEAR 6/29/77
Donald L. Bunt

SECTION N. Banfield Int (NE 102nd Ave Str.)
Highway ~~E. Portland Fwy.~~
County Multnomah Region _____
Type of Work C & L Str. Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X			
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

Problems are covered in Specs

PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution					
NPS Water Pollution					
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

8577 I-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 7, 1977

Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region I Engineer

N. Banfield Interchange
(NE 102nd Ave. Structure)
East Portland Freeway
Multnomah County

Here are six copies of revised plans on subject project. The following changes were made from the April 1 Preliminary Plans:

1. Hancock Road typical section was changed from an emergency ("E" Line) 16' wide located east of 102nd Avenue to two lane road ("Hc" Line) 20' wide located west of 102nd Avenue.

2. A structure (Note 13, Sheet 3) was added on Hancock Drive ("Hc" Line, Sta. 0+45 to 1+48) to allow future contractor to haul through from the east.

3. A temporary Hancock Dr. connection (Note 12, Sheet 3) was added to allow room for the Hancock Structure to be built.

4. An earth berm is shown on Sheet 3. This berm will be built by the Halsey Street structure contractor (under contract).
(NOTE: Some discussion about moving this screen closer to Maywood Street and constructing a plywood wall instead of earth berm.)

5. Sheet 2A now shows a different plan for excavating the general excavation. This plan eliminates the deep potholes and cuts down on the quantity of structural excavation. Also allows room for future contractor to haul through.

6. Because of the additional quantity of general excavation, a new and larger disposal area is shown on Sheet 4.

7. A new Sheet 3B was also added to shown the profiles of the different interchange lines and the Profile for Disposal.

8. Hancock Drive signing will now say "Road Closed to Thru Traffic" (Sheet 2B).

9. Note 11, Sheet 3 shows a temporary plywood screen.

10. The general excavation has increased from 20,000 cu. yds. to 56,500 cu. yds.

Listed are some problems to be resolved on this project:

1. Where will the electric power line be located?

2. The contractor will not have much room for equipment and office storage on the west side of 102nd Avenue. On the east side and south it appears the contractor will have an area of about 100' x 200' for storage, and will still be away from future hauling contractor.

Please review the attached plans and identified problems so that we may get together with you and discuss them. I will be in contact with you to arrange a time.

DOC:az
cc: A. D. Olson
L. K. Watson
A. L. Brummitt
C. T. Keasey

Vanhoog
Olson
Scott
Swenson
Savage
Trout

RECEIVED
JUN 09 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8577

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(47)312

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71012

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
Mustang
FOR
Info | Approves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Interstate 205	Primary 64

GENERAL LOCATION:

"North Banfield Interchange (NE 102nd Ave. Str.) Section"

GENERAL DESCRIPTION OF WORK:

Structure, Illumination Code X681 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping $250
Remove Pavement Striping 300
(Existing & Temporary)
Temporary Erosion Control 2,500
On the Job Training 1,600

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 2,011,695-Federal Funds 1,855,587.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77	E. J. Holcomb	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-838

8577

FORM 81-784-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie

May 24, 1977

FROM: MARION CRAFT
Region Construction Engineer

TO: DUANE CHRISTENSEN
Final Design Engineer

SUBJECT: North Banfield Interchange
(UPRR Shoofly) Section
North Banfield Interchange
(102nd Avenue Structure) Section

Attached is a statement signed by Bill Ward, Superintendent for Hansel-Phelps Company, indicating their willingness to let a contractor cross their haul road, subject to the stated provisions.

Versteeg
Olson
Christensen Doc
Scott
Copy Swenson
Savage
Trout

RECEIVED
MAY 26 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

MC/lms
Attachment
cc: Arvey Nelson w/attachment
Mort Fillmore w/attachment
Bob Shotwell w/attachment
Buz Banzer w/attachment

HAULING RESTRICTIONS

When hauling excavated material to the disposal area the contractor may have to cross a haul road being used by Hansel-Phelps Construction Company on the South Banfield (Halsey Street) project. Hansel-Phelps has indicated that hauling will be permitted on and across their haul road, provided there is no disruption, interruption, or delay to their hauling operations. The crossing of Hansel-Phelps haul road is expected to be near I-205 station 260.

Jim F Ward
Supt
HPCC 5/24/95

8577

I-205

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 16312

Salem, Oregon
April 20, 1977

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. Walter J. Hart
Region I Engineer

SUBJECT:
Roadway Illumination
N. Banfield Interchange
(NE 102nd Ave.) Section
East Portland Freeway

N. E. 102nd Ave. is presently illuminated by lighting fixtures mounted on power company poles. Construction of 102nd Ave. and the future freeway ramps will require these poles to be relocated. Pacific Power and Light, owners of the power poles, indicated that they will be relocating their poles before the scheduled letting date of May 26.

Temporary roadway illumination will be required to maintain the present roadway illumination until the completion of the 102nd Ave. bridge structure. Therefore we should have the power companies temporarily install three wood poles with the existing luminiares and arms in an appropriate location required to continue the illumination of 102nd Ave.

Please take appropriate action to have these poles installed.

RMD:smd

cc Gary Kennon
D. O. Christensen
H. Versteeg
K. D. Limbocker
R. M. Dixson

1 Versteeg ✓
Olson
Hk copy Christensen
Scott
2 Swenson Duy
Savage
Trout

RECEIVED
APR 22 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8577

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977

Telephone 238-8226

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

September 22, 1977 Bid Letting	State Share	Project Cost Estimate
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 8-73)

8599

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)303
102 Avenue Extension - Birdge No. 13514E

DATE: May 3, 1976

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated March 19, 1976, submitted preliminary plans for this project. We approve the type and size of structure.

We note that the small sidewalk on the west side will terminate with the new construction. We do not object to this but assume you will barricade the south end of the walk so people will not be able to get on the sidewalk. It would also be appropriate to consider provisions for a cross-walk off the south end of the structure.

For G. L. Green

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Rubien 5-10-76

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 BR 13514E

March 19, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

102nd Avenue Extension
North Banfield Extension
East Portland Freeway
Multnomah County

Attached are two prints each of drawings 28952 and 31192 which are the vicinity map and preliminary plan and elevation for the extension of the 102nd Avenue structure. Also attached are two copies of the "Foundation Recommendation" including drawing 29409.

This proposed structure extends four lanes of 102nd Avenue traffic over the connecting ramps of the North Banfield, I-205 Interchange. The 64'-0" roadway width allows for the four lanes plus a left-turn refuge at the north end of the structure. An eight-foot sidewalk is provided for on the east side which extends an existing four-foot walk.

As it is necessary to keep two lanes of traffic open at all times, stage construction is required. Prestressed "Bulb-T" girder spans provide an easy-to-erect structure at a reasonable cost.

Spread footings will be used to support single column interior bents. The north end will be supported on a steel pile cap. The estimated cost, based on approximate quantities and including an

allowance for engineering and contingencies, is $1,393,000. This is being sent to you as a preliminary submittal for your approval.

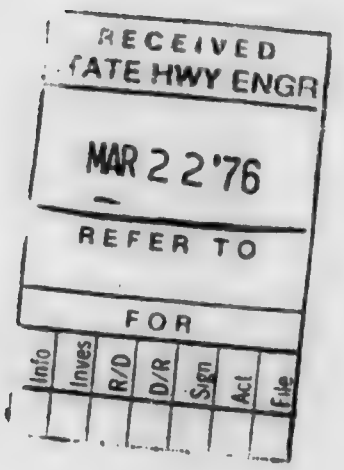
Very truly yours,

WALTER J. HART

Walter J. Hart
Bridge Engineer

JEB:ag:dh
Attachments

cc E. S. Hunter
L. W. Rulien
V. E. Skoog



8577

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 4, 1977

Mr. Glen Green
Division Administrator
Federal Hwy. Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

102nd Ave. Overcrossing Extension
N. Banfield Interchange Section
Multnomah County
Bridge 13514E

In your letter of February 25, 1977, you requested the Bent 5 footing be changed from pile supported to spread footing if economical. We agree with your recommendation and are revising our plans.

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

JEB:smd

cc E. S. Hunter
W. J. Hart Reg. I

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
FOR
info | inves | R/D | D/R | Sign | Act | file

8577

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(2)303
North Banfield Interchange
102nd Ave. Oxing Extension - #13514E

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

On January 31, 1977 we received the Foundation Recommendation for this structure, which we have already approved. We note that it is recommended that all bents be constructed on spread footings.

Bent 5 of the structure is shown on piling and should be changed to a spread footing if it is less expensive than piling. Although we realize it may be a little late, would you please look into making this change.

For G. L. Green

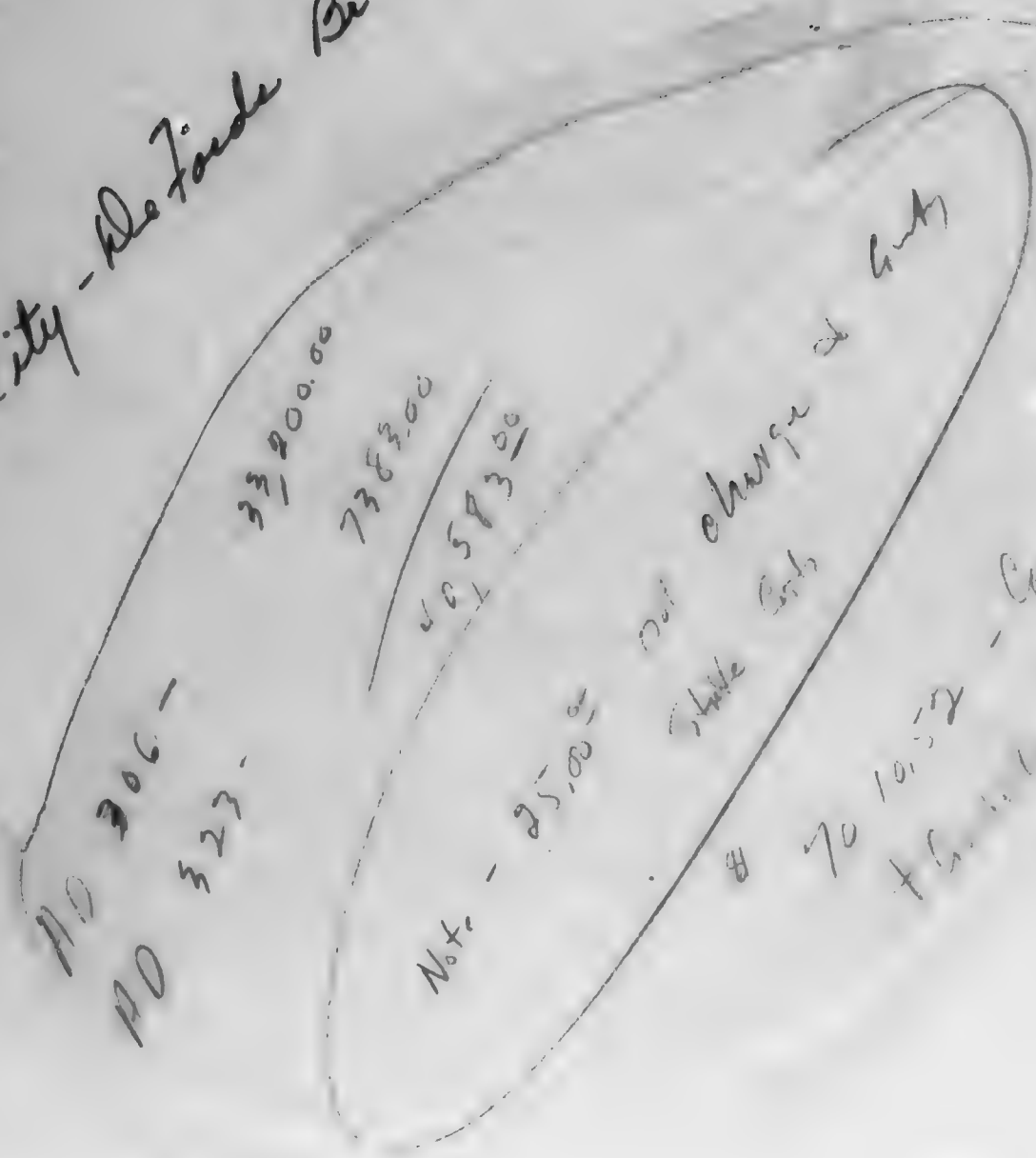
cc:
OSHD (W Hart)

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8578 Fox Valley-Mill City Sec., 197
FAS 1487 (Lyons-Mill City Rd.)
(Grading & paving)

C & A 5640 5-3-76

Formerly
Mill City - Aledo Bk. Loan.



8578

HIGHWAY DIVISION
INVOICE

DATE	YOUR ORDER NUMBER	INVOICE NUMBER
4-1-82		134020

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER: CC 81-42 REV

CODE: LINNCTY

CREDIT DISTRIBUTION

325.00	17,340.70
522-1071-296-00-000	17,340.70
522-1071-297-00-000	(17,340.70)

LINN COUNTY BOARD OF COMMISSIONERS
COURTHOUSE
ALBANY OR 97321

ATTN: MR. WILLIS GRAFE, COUNTY ENGINEER

DESCRIPTION	TOTAL PRICE
FINAL BILLING: Fox Valley - Mill City Section FAS-A487. This is an FAS-C Project NO. RS-A487(1).	
County Share of Project Costs	$57,923.70
County Advance Deposit	40,583.00
AMOUNT DUE	$17,340.70

110.00 Final

734-1180 (6-81)

8578

P

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)		
DATE: 3-18-82	BILLING REQ. NO.: CC 81-42 REV.	YOUR ORDER NO.:	CREDIT DISTRIBUTION: 522-1071-257

BILL TO: Code:

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321
Attn: Mr. Willis Grafe, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Fox Valley - Mill City Section FAS-A487. This is an FAS-C Project No. RS-A487(1).			
County Share of Project Costs			$57,923.70
County Advance Deposit			40,583.00
(Please attach copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 40,583.00
Advance Deposit Previously Transferred to Highway Fund	$ 32,583.00
Balance	$ 8,000.00
Transfer to Highway Fund	$ 8,000.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1768

Amount Due $17,340.70

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D.E. Swan, P.E.

Form 734-1191 (Rev. 1-79)

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 3-18-82

COUNTY LINN **Contract No.** 8578 **Date Completed** 9-25-78

PROJECT # RS-A487(1) **Section** Fox Valley - Mill City

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$300,629.85
Engineering		45,094.48
		$345,724.33
Payment to Contractor	(Non Participating)	$ 18,605.84
Interest to Contractor		66.29
SFO #2 Load and unload median barrier		72.73
Construction Engineering		29,264.82
		$ 48,009.68

Total Cost of Project	$393,734.01
Federal Funds Collected	$296,631.48

County's Share of Costs are as follows:

1/2 ($345,724.33 - $296,631.48 + $29,264.82) + $18,744.86 = $57,923.70

County Share of Costs	$57,923.70
County Advance Deposit	40,583.00
AMOUNT DUE STATE	$17,340.70

Reference: Billing Form CC 81-42 REV.

FORM 734-1745

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE YRS END
FOX VALLEY-MILL CITY RD	CONT NO 8578 * FA PROJ NOS RS 487001 100						STATE	
	522 1071	201 00	P 1			300,629.85	77	81
	522 1071	201 00	N 1			21,105.84	78	81
	522 1071	205 00	N 1			66.29	79	79
	522 1071	270 02	N 1			72.73	77	77
	522 1071	296 00	N 9	26,275.05CR	26,275.05CR	329,214.47CR	77	82
	522 1071	297 00	N 9			32,633.00	79	79
	522 1071	298 00	N 9	26,275.05	26,275.05	255,631.42	77	82
	522 1071	900 00	P 1			43,947.25	77	81
	522 1071	900 00	N 1			36,235.78	77	81
	522 1071	920 00	P 1			51.08	78	79
	522 1071	948 00	P 1		13.19CR		81	81
	522 1071	948 00	N 1		13.19	39.56	81	81
	522 1071	950 00	P 1			1,056.15	78	79
		TOT	P1		13.19CR	345,734.33		
		TOT	N1		13.19	57,520.20		
		** JOB TOTALS **		**	**	403,254.53	**	
	522 1082	296 00			8,389.27CR	8,389.27CR	81	81
	522 1082	297 00			8,389.27	8,389.27	81	81
		TOT	00					
		** JOB TOTALS **		**	**	**		
THOMAS CREEK (DEWANEY) BR	CONT NO 9090 = FA PROJ NOS BRS 496003 100						STATE	
	522 1094	201 00	P 1		7.00	659,588.65	80	81
	522 1094	203 00	P 1			2,700.00CR	81	81
	522 1094	204 00	P 1		8,000.00CR		80	81
	522 1094	205 00	P 1		8,000.00		81	81
	522 1094	206 00	N 1		9.37	9.37	81	81
	522 1094	208 00	N 1		24.48CR	24.48CR	81	82
	522 1094	296 00	N 9		13,900.50CR	695,[illegible]CR	80	82
	522 1094	297 00	N 9			111,[illegible].00	80	80
	522 1094	298 00	N 9		13,900.50	583,[illegible].50	80	82
	522 1094	900 00	P 1		6[illegible].06	6[illegible]	80	81
	522 1094	900 00	N 1			571.55	81	81
	522 1094	920 00	P 1		30.26	113.17	80	81
	522 1094	928 00	N 1		9.53	21.48	81	81
	522 1094	940 00	P 1		46.95	678.26	81	81
	522 1094	941 00	P 1			1.50	81	81
	522 1094	942 00	P 1			79.[illegible]	81	81
	522 1094	944 00	P 1		696.90	737.30	81	81
	522 1094	945 00	P 1		274.66	1,291.24	81	81
	522 1094	946 00	P 1			1,[illegible].91	81	81
	522 1094	948 00	N 1			1,936.41	81	81
	522 1094	948 00	P 1			13.52	81	81
	522 1094	950 00	P 1			1,[illegible].59	80	81
	522 1094	960 00	N 1			227.61	81	81

403,254.53
- 7016.52
- 850.00
396,234.01

MEMORANDUM

522-1071

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 9731[illegible]

STATE Oregon

PROGRAM APPROVED Post Final

FEDERAL AID PROJECT NO. RS-A487(1)

VOUCHER PERIOD From: 6/1/77 To: 11/8/79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$403,204.37	$345,724.33	[illegible]	$296,031.48	$[illegible]31.48	$ 0.00

DATE [illegible] BY

RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		12/23/81

V.L. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Fox Valley-Mill City Section Lyons-Mill City County Road Linn County					
	Construction Type Code 6201 Roadway (Sta. 95+00 To Sta. 101+50)(Sta. 338+00 To Sta. 885.60)					
	Final Contract Payment Summary		Lump Sum		$300,629.85	
	Construction Engineering State		All Required		45,094.48	
	Total Participating Cost				$345,724.33	
	Nonparticipating Cost					
	Final Contract Payment Summary		Lump Sum		$ 18,605.84	
	Final Contract Payment Summary (Claim Settlement)		Lump Sum		2,500.00	
	Interest on Final Payments		All Required		66.29	
SFO #2	Loading & Unloading median barrier (State)		All Required		72.73	
	Construction Engineering (State)		All Required		36,235.78	
	Total Nonparticipating Cost				$ 57,480.64	
	Total Project Cost				$403,204.97	

Prepared based on Participating Costs as shown on Federal Billing as of 4/29/81.

AMOUNT CARRIED FORWARD

8578

To :- Jan Peterson

10-15-81

From :- H Reynoldson

Subject :- Engineering Costs
Fox Valley - Hill City Section
FAS- A487
Project # RS-A487(1)

It has been determined that $7,010.52 of the construction engineering cost for this project should be state costs because they are P.E. in nature. Those costs were incurred when the project was extended after the contract for the project was awarded.

Please transfer this $7010.52 from this county project to the state.

8578

LINN COUNTY ROAD DEPARTMENT
3010 Ferry Street, SW
Albany, Oregon 97321
Phone 967-3919

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

October 14, 1981

Oregon State Highway Division
Local Programs Office
203 Transportation Building
Salem, Oregon 97310

Re: Fox Valley-Mill City Project FAS A487

ATTN: Hal Reynoldson

Gentlemen:

Reference is made to your billing of 8/20/81 for final payment on subject project in the amount of $33,983.48.

On the basis of past experience, we did not anticipate a billing of this magnitude, and are in search of a method of scaling it down somewhat.

With this in mind we are hereby requesting you to modify the participation ratio from the present 78% to 86% to somewhat relieve the situation.

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bjr

8578

9-81

(345,737.52)(85.8) = 296,642.79 F.F.

$36,262.15
7,010.52
$29,251.63

(345,737.52 - 296,642.79 + 29,251.63) + 18,744.84

= $57,918.04

C. Ad Deposit - 40,583.00

$17,335.04 —

296,642.79
270,356.43
Ch. in F.F. 26,286.36

Sweet Home - P.E. State Costs

R/w	125,390	FF.	Total	145,732
Const	890,000	FF	Total	1,010,000

Five Valley - Mill City Section
FAS- A 487

He seemed receptive to the state absorbing 75% of the construction engineering which was PE in nature (the engineering for estimating the project). He also will consider increasing the Federal share from 78% to 86%.

We will get a letter asking the change of Federal funds from 78% to 86%. This will also decrease the final billing the County has to make

8578

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILES

DATE: September 15, 1981

FROM: Harold Reynoldson
Local Programs Engineer

SUBJECT: Project Costs
Fox Valley-Mill City Section
FAS-A487, Project No. RS-A487(1)
Linn County

Willis Grafe (Linn County Engineer) has expressed some concern about the additional funds required for the County's share of the construction costs for this project, especially the large amount of overrun of construction engineering costs, $36,262.15.

In our conversation this morning he suggested that the $7,010.52 engineering for laying out the extension of the project was P.E. in nature, so should be state expense, because on this project P.E. costs are to be state expense. I suggested that he could change the FHWA portion from 78% to 86%, which would reduce the county costs also.

These two changes would reduce the County's share from $33,983.48 to approximately $17,300.00.

He seemed satisfied, but said he would let us know in a week or so.

HR:pf

8578

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 132447 132447

BILLING REQ. NUMBER CC 81-42

DATE 8/20/81

YOUR ORDER NUMBER /

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE LINNCTY

CREDIT DISTRIBUTION

321.00	$33,983.48
522-1071-296-00-000	33,983.48
522-1071-297-00-000	(33,983.48)

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

Attention: Mr. Willis Grafe, County Engr

DESCRIPTION	TOTAL PRICE
FINAL BILLING: Fox Valley-Mill City Section FAS-A487. This is an FAS-C Project No. RS-A487(1)	
County Share of Project Costs	$74,566.48
Less County Advance Deposit	40,583.00
AMOUNT DUE	$33,983.48

Cancelled 10-15-81

Final Billing

734-1150 (6-81)

8578

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-10-81	CC 81-42	

CREDIT DISTRIBUTION: 522-1071-297

BILL TO: Code:

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321
Attn: Mr. Willis Grafe, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Fox Valley-Mill City Section FAS-A487. This is an FAS-C Project No. RS-A487(1)			
County Share of Project Costs			$74,566.48
Less County Advance Deposit			40,583.00
(Please send copy of Itemized Statement with Billing)			

Advance Deposit Amount ..... $ 40,583.00
Advance Deposit Previously Transferred to Highway Fund ..... $ 32,583.00
Balance ..... $ 8,000.00
Transfer to Highway Fund ..... $ 8,000.00
Refund Due ..... $ - - - -

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1768

Amount Due . . . . . $ 33,983.48

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved: ORIGINAL SIGNED BY D. E. SWAN
D. E. Swan

SP*35736-734

8578

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-10-81

COUNTY LINN Contract No. 8578 Date Completed 9-25-78

PROJECT # RS-A487(1) Section Fox Valley - Mill City

PAYMENT TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$300,629.85
Engineering		45,107.67
		$345,737.52
Payment to Contractor	(Non Participation)	$ 18,605.84
Interest to Contractor		66.29
SFO #2 Load & unload median barrier		72.73
Construction Engineering		36,262.15
		$ 55,007.01

Federal Funds Collected $270,356.43 ✓

County's Share of Costs are as follows:

1/2 ($345,737.52 - $270,356.43 + $36,262.15) + $18,744.86 = $74,566.48

County's Share of Costs	$74,566.48
Less County Advance Deposit	40,583.00
AMOUNT DUE STATE	$33,983.48

See Revised Billing Dated 3-18-82

Reference: Billing Form CC 81-42

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Fox Valley-Mill City Section **Lyons-Mill City County Road** **in Linn County**					PE by State Engrs.
	Construction **Type Code 6201** **Roadway (Sta. 95+00 To Sta. 101+50)(Sta. 338+00 To Sta. 385.60)**					
	Final Contract Payment Summary	Lump Sum			$300,629.85	
	Construction Engineering					
	State	All Required			45,094.48	
	Total Participating Cost				$345,724.33	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 18,605.84	
	Final Contract Payment Summary (Claim Settlement)	Lump Sum			2,500.00	State Costs
	Interest on Final Payments	All Required			66.29	
SF0	#2 Loading & Unloading median barrier (State)	All Required			72.73	
	Construction Engineering (State)	All Required			36,235.78	-7,010.00
	Total Nonparticipating Cost				$ 57,480.64	
	Total Project Cost				$403,204.97	
	Prepared based on Participating costs as shown on Federal Billing as of 4/29/81.					

PE 522-1441
Const 522-1071

AMOUNT CARRIED FORWARD

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-A487(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 6-1-77 To: 11-8-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$403,204.97	$345,724.33	78.20%	$270,366.43	$270,366.43	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	5/26/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
SPRR XING MAIN ST (TOLEDO)	CONT NO 8578 * FA PROJ NOS RRP 176005 100						STATE	
	521 1088	900	00 N 1			9.41	76	76
		TOT	N1			9.41		
		** JOB TOTALS **		**	**	9.41 **		
FOX VALLEY-MILL CITY RD	CONT NO 8578 * FA PROJ NOS RS 487001 100						STATE	
	522 1071	201	00 P 1		3,500.00CR	300,629.85	77	81
	522 1071	201	00 N 1		3,000.00	21,105.84	78	81
	522 1071	203	00 P 1		3,500.00		78	81
	522 1071	203	00 N 1		500.00CR		79	81
	522 1071	206	00 N 1			66.29	79	79
	522 1071	270	02 N 1			72.73	77	78
	522 1071	296	00 N 9		12,988.57	302,939.43CR	77	81
	522 1071	297	00 N 9			32,583.00	79	79
	522 1071	298	00 N 9		12,988.57CR	270,356.43	77	81
	522 1071	900	00 P 1		35,388.40CR	43,987.25	77	81
	522 1071	900	00 N 1		35,567.33	36,235.78	77	81
	522 1071	920	00 P 1			51.08	78	79
	522 1071	948	00 P 1	13.19	13.19	13.19	81	81
	522 1071	948	00 N 1	26.37	26.37	26.37	81	81
	522 1071	950	00 P 1			1,056.15	78	79
		TOT	P1	13.19	35,375.21CR	345,737.52		
		TOT	N1	26.37	38,093.70	57,507.01		
		** JOB TOTALS **		39.56 **	2,718.49 **	403,244.53 **		
00000004	CONT NO 8726 FA PROJ NOS RS 482001 100						STATE	
	522 1082	201	00 P 1			487,764.55	78	79
	522 1082	201	00 N 1			5,607.95	79	80
	522 1082	206	00 N 1			55.34	80	80
	522 1082	270	01 P 1			226.55	79	79
	522 1082	296	00 N 9	56,097.46CR	62,432.73CR	493,910.73CR	78	81
	522 1082	297	00 N 9	56,097.46	56,097.46	56,097.46	81	81
	522 1082	298	00 N 9		6,335.27	437,813.27	78	81
	522 1082	900	00 P 1		500.28	67,373.76	78	81
	522 1082	900	00 N 1	3.07	3.07	249.04	78	81
	522 1082	920	00 P 1		29.28	29.28	80	80
	522 1082	950	00 P 1			3,987.18	78	79
	522 1082	985	00 P 1			482.20	78	79
		TOT	P1		529.56	559,863.52		
		TOT	N1	3.07	3.07	5,912.33		
		** JOB TOTALS **		3.07 **	532.63 **	565,775.85 **		
* 00164900000063081	CONT NO 8899 FA PROJ NOS HES 00S017 100						STATE	
	522 1091	201	00 P 1			137,982.62	79	79
	522 1091	203	00 P 1			100.00CR	79	79

4578

DAVE FROHNMAYER
ATTORNEY GENERAL

P

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

May 12, 1981

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1 CAE J
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RECEIVED
MAY 14 1981
CONSTRUCTION BRANCH

OM
CA
LE
TC
FE
CP

Mr. O. B. Jackmond
Contract Administration Engineer
504 Executive House
325 - 13th Street N. E.
Salem, Oregon 97310

Re: North Santiam Paving Co. v. State
(DOT, et al, Linn County No. 80-1128 - L-7862)

Dear Bryant:

As you know, the above mentioned case was settled and we have processed payment of the state's $2,500 share of the overall settlement. To complete your file, I enclose herewith a fully executed copy of the Release and Settlement Agreement which has now been signed by the plaintiff and all of the defendants. We have also been advised by the clerk that the Stipulated Order of Dismissal has been entered and that the case is dismissed with prejudice and without costs to any of the parties.

We are closing our legal file and I would assume that you can also close the Highway Division's file.

Sincerely,

Les

Leslie B. Hampton
Assistant Attorney General

LBH:mj
enclosure
cc: John R. McCulloch, Jr.
Jack L. Sollis

Local Govt.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 18 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

RELEASE AND SETTLEMENT AGREEMENT

This Agreement is made this day of March, 1981, among North Santiam Paving Co. ("North Santiam"), the State of Oregon ("State"), Linn County ("County"), and Pacific Power & Light Company ("Pacific").

RECITALS

1. There is now pending in the Circuit Court of the State of Oregon for the County of Linn an action bearing the following caption:

"NORTH SANTIAM PAVING CO., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, Acting through its Department of Transportation and LINN COUNTY acting through the County Road Department,

Defendants.

LINN COUNTY acting through the County Roads Department,

Third-Party Plaintiff,

v.

PACIFIC POWER & LIGHT COMPANY, a Maine Corporation,

Third-Party Defendant."

No. 80-1128

In this action, North Santiam alleges that State and County owe it the sum of $19,630.00 for breach of contract in connection with highway contract No. 8578 entered into by North Santiam and the

State of Oregon Department of Transportation on or about August 1, 1977, for paving and grading work on the Lyons-Mill City Road ("the Road Project"). State and County each deny that it owes any sums to North Santiam, and each alleges that it is entitled to judgment against Pacific for any sums that the court may order it to pay to North Santiam.

2. North Santiam, State, County, and Pacific desire to compromise and settle all claims, causes of action, and demands existing among them which arise out of the Road Project.

AGREEMENT

Therefore, each in consideration of the promises of the other, North Santiam, State, County, and Pacific agree among themselves as follows:

1. North Santiam agrees that its complaint against State and County in the action now pending, Linn County Circuit Court No. 80-1128, will be dismissed with prejudice. County agrees that its third-party complaint against Pacific in that action will be dismissed with prejudice. State agrees that its cross-claim against Pacific in that action will be dismissed with prejudice.

2. North Santiam hereby releases and discharges State, County, and County's insurer, Transamerica Insurance Group, from any and all past, present or future claims, causes of action, damages, demands, attorney fees, or charges of whatever kind or nature arising out of or in any way connected with the Road Project.

3. State hereby releases and discharges Pacific from any and all claims, causes of action, damages, demands, attorney fees, or charges of whatever kind arising from the Road Project.

4. County hereby releases and discharges Pacific from any and all claims, causes of action, damages, demands, attorney fees, or charges of whatever kind arising from the Road Project.

5. Upon the execution of this Agreement, County agrees to pay to North Santiam the sum of Four Thousand Dollars ($4,000), State agrees to pay to North Santiam the sum of Two Thousand Five Hundred Dollars ($2,500), and Pacific agrees to pay to North Santiam the sum of Four Thousand Dollars ($4,000).

6. North Santiam agrees to indemnify State, County, and Pacific for, and hold them harmless from, any claims of North Santiam's materialmen, laborers, and subcontractors which have been made or may in the future be made against State, County, or Pacific in connection with the Road Project, since it is the intent and purpose of this Agreement to effect a full and complete compromise settlement of all disputes and controversies arising out of the Road Project.

7. This Release and Agreement shall inure to the benefit of and be binding upon each of its signatories' respective heirs, executors, adminstrators, predecessors, successors, or assigns.

NORTH SANTIAM PAVING CO.

By _____
Ralph F. Bochsler, President

STATE OF OREGON, acting through its Department of Transportation

By _____

Title: Asst St. Hwy Engr.

LINN COUNTY, acting through its Roads Department

By _____

Title: _____

PACIFIC POWER & LIGHT CO., a Maine corporation,

By _____
Thomas L. Selliken
Assistant Secretary

8578

rec'd 5/6/81

BROMLEY & FORD

ATTORNEYS AT LAW

May 5, 1981

Mr. Joseph A. Yazbeck, Jr.
ALLEN & YAZBECK
Attorneys at Law
935 S.W. First Avenue
Portland, OR 97204

Mr. Les Hampton
Department of Justice
106 State Office Building
Salem, OR 97310

Mr. Charles Hinkle
STOEL, RIVES, BOLEY, FRASER & WYSE
Attorneys at Law
900 S.W. Fifth
Portland, OR 97204

Re: North Santiam v. State of Oregon, et al v. Pacific Power & Light; Linn County Circuit Court Case No. 80-1128

Gentlemen:

Enclosed please find an original Release and Settlement Agreement recently executed by our clients in the above-noted matter. With the transmittal of this document, and the Court's execution of the previously submitted Stipulated Order of Dismissal, this matter is now concluded.

Thank you very much for your cooperation and assistance in this matter.

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF:scb
Enc.

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

1010 HIGH STREET
EUGENE, OREGON 97401
(503) 484-1273

☒ Circuit Ct. ○ Supreme Ct. Case No. 80-1128 (Attorney)
☐ District Ct. ☐ U.S. Dist. Ct. Our File No.

Please indicate when the document listed below was processed. Thank you.

North Santiam v. State of Oregon
(Short Title of Case or Proceeding)

Stipulated Order of Dismissal
(Title of Document)

☒ Was signed 4-23, 19 81, by Judge Timmons
☐ Termination Date , 19 , by
☒ Was filed , 19 , by
☐ Was served , 19 , by
☐ Attorney fees awarded $ ☐ Costs awarded at $

Remarks

Dackett
(Judge) (Deputy) (Clerk)

FORM No. 943 Stevens-Ness Law Pub. Co., Portland TK

#8578

April 8, 1981

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart Streets
Seattle, WA 98101

CON 5
#8578

Gentlemen:

A post-final payment for $2,500 has been made to North Santiam Paving Co. for grading and paving on the Fox Valley-Mill City Section of FAS AA87 (Lyons-Mill City Road) in Linn County.

The total amount paid on this contract was $321,735.69 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

jes
cc: North Santiam Paving Co.
South 1st Street
Stayton, OR 97383

bc: C. T. Kassey
Walt Hart
C. O. Fredrickson

8578 3-81

RELEASE AND SETTLEMENT AGREEMENT

This Agreement is made this day of March, 1981, among North Santiam Paving Co. ("North Santiam"), the State of Oregon ("State"), Linn County ("County"), and Pacific Power & Light Company ("Pacific").

RECITALS

1. There is now pending in the Circuit Court of the State of Oregon for the County of Linn an action bearing the following caption:

"NORTH SANTIAM PAVING CO., an Oregon corporation, Plaintiff, v. STATE OF OREGON, Acting through its Department of Transportation and LINN COUNTY acting through the County Road Department, Defendants.	No. 80-1128
LINN COUNTY acting through the County Roads Department, Third-Party Plaintiff, v. PACIFIC POWER & LIGHT COMPANY, a Maine Corporation, Third-Party Defendant."	

In this action, North Santiam alleges that State and County owe it the sum of $19,630.00 for breach of contract in connection with highway contract No. 8578 entered into by North Santiam and the

State of Oregon Department of Transportation on or about August 1, 1977, for paving and grading work on the Lyons-Mill City Road ("the Road Project"). State and County each deny that it owes any sums to North Santiam, and each alleges that it is entitled to judgment against Pacific for any sums that the court may order it to pay to North Santiam.

2. North Santiam, State, County, and Pacific desire to compromise and settle all claims, causes of action, and demands existing among them which arise out of the Road Project.

AGREEMENT

Therefore, each in consideration of the promises of the other, North Santiam, State, County, and Pacific agree among themselves as follows:

1. North Santiam agrees that its complaint against State and County in the action now pending, Linn County Circuit Court No. 80-1128, will be dismissed with prejudice. County agrees that its third-party complaint against Pacific in that action will be dismissed with prejudice. State agrees that its cross-claim against Pacific in that action will be dismissed with prejudice.

2. North Santiam hereby releases and discharges State, County, and County's insurer, Transamerica Insurance Group, from any and all past, present or future claims, causes of action, damages, demands, attorney fees, or charges of whatever kind or nature arising out of or in any way connected with the Road Project.

3. State hereby releases and discharges Pacific from any and all claims, causes of action, damages, demands, attorney fees, or charges of whatever kind arising from the Road Project.

4. County hereby releases and discharges Pacific from any and all claims, causes of action, damages, demands, attorney fees, or charges of whatever kind arising from the Road Project.

5. Upon the execution of this Agreement, County agrees to pay to North Santiam the sum of Four Thousand Dollars ($4,000), State agrees to pay to North Santiam the sum of Two Thousand Five Hundred Dollars ($2,500), and Pacific agrees to pay to North Santiam the sum of Four Thousand Dollars ($4,000).

6. North Santiam agrees to indemnify State, County, and Pacific for, and hold them harmless from, any claims of North Santiam's materialmen, laborers, and subcontractors which have been made or may in the future be made against State, County, or Pacific in connection with the Road Project, since it is the intent and purpose of this Agreement to effect a full and complete compromise settlement of all disputes and controversies arising out of the Road Project.

7. This Release and Agreement shall inure to the benefit of and be binding upon each of its signatories' respective heirs, executors, adminstrators, predecessors, successors, or assigns.

NORTH SANTIAM PAVING CO.

By Ralph F. Bochsler
Ralph F. Bochsler, President

STATE OF OREGON, acting through its Department of Transportation

By _____

Title: Asst St. Hwy Engr.

LINN COUNTY, acting through its Roads Department

By _____

Title: ROADMASTER

PACIFIC POWER & LIGHT CO., a Maine corporation,

By _____
Thomas L. Selliken
Assistant Secretary

8578

March 31, 1981

Mr. Robert A. Ford
Attorney at Law
1010 High Street
Eugene, Oregon 97401

Re: North Santiam Paving Co. v. State of Oregon, et al
v. Pacific Power & Light
Linn County No. 80-1128 (L-7862)

Dear Bob:

Enclosed is a copy of my letter to Joe Yazbeck transmitting the closing documents to him.

This letter will also confirm the agreement that you and I previously made in agreeing to settle on behalf of our respective clients. The state will bear its $2,500 portion of the settlement and agrees not to present a claim for reimbursement of any kind to Linn County or its insurance carrier. Linn County and its insurance carrier will also bear its $4,000 share of the settlement and agrees not to present a claim for reimbursement of any kind to the state.

Our Stipulated Order of Dismissal in providing for the dismissal with prejudice of all counterclaims and cross-claims would probably preclude the state or the county from seeking reimbursements from the other. However, I agree with you, that it is better that our correspondence also reflect that agreement.

Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Attorney General

LBH:mj
enclosure
cc: O. B. Jackmond

8578

March 31, 1981

Mr. Joseph A. Yazbeck, Jr.
Attorney at Law
1600 S. W. Cedar Hills Blvd.
Suite 102
Portland, Oregon 97225

Re: North Santiam Paving Co. v. State of Oregon, et al
v. Pacific Power & Light
Linn County No. 80-1128 (L-7862)

Dear Joe:

I have accumulated the closing documents and the checks necessary to settle and close this case pursuant to the terms agreed to by the parties. I enclose herewith:

(1) Highway Division check in the amount of $2,500.00;

(2) Pacific Power & Light Co. check in the amount of $4,000.00; and

(3) Transamerica check in the amount of $4,000.00;

(4) The Stipulated Order of Dismissal executed by the attorneys for the respective defendants;

(5) Four copies of a Release and Settlement Agreement prepared and executed by third party defendant Pacific Power & Light Co. and executed by defendant State of Oregon;

(6) A Full and Final Release form prepared by the defendant Linn County and its insurance carrier.

The checks are forwarded by the respective defendants in full settlement of the above referred to litigation. Please execute the Stipulated Order of Dismissal on behalf of your client and forward it to Linn County Clerk for filing. Please include return postcards so that each of the defendants will be notified of the filing. Please have executed and forward to Bob Ford the four duplicate original Release and Settlement agreement. Mr. Ford will then have it executed by his clients and furnish a fully executed copy to you through Mr. Hinkle and to me. Finally, please have executed the Full and Final Release form and forward the original to Mr. Ford.

Upon the execution of and the forwarding of the documents as mentioned above, and the execution and transmittal of the Stipualted Order of Dismissal to the Linn County Clerk, you are authorized by the defendants and the third party defendant to deliver the three checks to your client.

Thank you for your cooperation in this matter.

Sincerely,

Leslie B. Hampton
Assistant Attorney General

LBH:mj
enclosures
cc: Charles Hinkle
Robert A. Ford

~~7349~~ 8578

3/20/81

Bryant Jackmond

re. North Santiam Paving Co.
vs State (DOT) & Linn County
Linn Co. Case No. 80-1128

Please have a check issued payable to:
North Santiam Paving Co. and
Bollinger, Hampton & Barlow P.C.,
its attorneys.
In the amount of $2500.00

AS you know This case has been settled with Mr. Coulter's approval. Pac. Power & Light and Linn county are paying $4,000.00 each and I have both checks.

We will obtain a full release and the dismissal of the complaint with prejudice. as soon as the check is available, I can close this case

Sincerely
Leslie B. Hampton
Asst. A.G

8578

3/19/81

STOEL, RIVES, BOLEY, FRASER AND WYSE

(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380

ALLAN R. ABRAVANEL
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
PAUL L. BOLEY
ERNEST BONYHADI
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
KAREN K. CREASON
THOMAS P. DEERING
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG
ROBERT F. HARRINGTON
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST
HENRY H. HEWITT
CHARLES F. HINKLE
ROBERT H. HUNTINGTON
STEPHEN T. JANIK
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE R. MEIER, III
DAVID P. MILLER
GREGORY R. MOWE
HARDY MYERS
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
GEORGE D. RIVES
RICHARD E. ROY
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH
THOMAS B. STOEL
MANLEY B. STRAYER
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE

Counsel
DAVID L. DAVIES
HUGH L. BIGGS

GAIL L. ACHTERMAN
CHARLES F. ADAMS
STEPHEN E. BABSON
MARGARET M. BAUMGARDNER
WILLIAM A. BERG
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN A. BOGDANSKI
JOHN F. BRADACH
HENRY C. BREITHAUPT
DEE K. CARLSON
BERTRAND J. CLOSE
ELIZABETH F. COSGRIFF
NANCY L. COWGILL
E. JOSEPH DEAN
FRANCIS S. DELIA
CHRISTINE L. DICKEY
MARK R. FEICHTINGER
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
BENNETT H. GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
STEPHEN L. GRIFFITH
THOMAS G. P. GUILBERT
KIRK R. HALL
SUSAN M. HAMMER
JOYCE A. HARPOLE
JAMES C. HOWE
PAMELA L. JACKLIN
PETER R. JARVIS
GREGORY F. JENNER
CHARLES S. LEWIS, III
DENNIS LEYBOLD
GREGORY H. MACPHERSON
WILLIAM E. MERRITT
ROBERT J. MOORMAN
THOMAS H. NELSON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LOIS G. ROSENBAUM
STEVEN SCROGGIN
JAMES RAY STREINZ
ANN E. THOMPSON
E. WALTER VAN VALKENBURG
STEPHEN S. WALTERS
TIMOTHY J. WYLDER

March 18, 1981

641-7191

Mr. Leslie B. Hampton
Department of Justice
106 State Office Building
Salem, OR 97310

Dear Les:

Re: North Santiam v. State of Oregon, et al.,
Linn County Circuit Court No. 80-1128

Enclosed are four copies of a Release and Settlement Agreement, each of which has been signed by Thomas Selliken on behalf of Pacific Power & Light. I assume that each party would like to have a fully executed original of the Agreement, so I would appreciate it if your client and the other parties would also sign all copies.

I'm also enclosing an original and one copy of a Stipulated Order of Dismissal, Pacific's check for $4,000 the County's check for $4,000, and a release prepared by Bob Ford. I think that the mutual release that I've prepared would cover the County satisfactorily, but Bob may want his own form signed also. I assume that you will forward the package to the plaintiff.

Yours very truly,

Charlie Hinkle

Charles F. Hinkle

CFH:sja
Enclosures
cc: Mr. Robert A. Ford

8578

3/20/81 ml

BROMLEY & FORD

ATTORNEYS AT LAW

March 17, 1981

Mr. Les Hampton
Department of Justice
106 State Office Building
Salem, OR 97310

Re: North Santiam Paving Co. v. State of Oregon, et al
Linn County Circuit Court Case No. 80-1128

Dear Les:

In confirmation of our telephone conversation on March 5, 1981, it is my understanding that both the State of Oregon, by and through its Department of Transportation, and Linn County, by and through its County Road Department, release, acquit, discharge, and hold harmless the other from any and all Cross-Claims raised in the aforementioned litigation, and any and all related claims associated with that Contract and Bond for Highway Construction, No. 8578 (Lyons-Mill City Road, Fox Valley-Mill City Section). Further, it is my understanding that as part of the proposed settlement between all Defendants and Plaintiff, the State of Oregon will not debit or bill back as against the County or any statewide county association all or any portion of those funds being tendered by the State in settlement of this matter. If these terms are not in conformance with our agreement, please immediately advise me by letter.

I have advised the Linn County Circuit Court that the previously scheduled hearing on Plaintiff's Motion for Summary Judgment is to be withdrawn from the docket pending settlement consummation. I have been advised by Mr. Hinkle that his Release and Draft have been transmitted to you for ultimate presentation to Mr. Yazbeck.

I once again thank you for your cooperation and assistance in this matter.

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

(503) 484-1273

1010 HIGH STREET
EUGENE, OREGON 97401

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF:scb

8578

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., an Oregon Corporation,

Plaintiff,

vs.

STATE OF OREGON, acting through its DEPARTMENT OF TRANSPORTATION, and LINN COUNTY, acting through the COUNTY ROAD DEPARTMENT,

Defendants.

Case No. 80-1128

STIPULATED ORDER OF DISMISSAL

LINN COUNTY, acting through the COUNTY ROAD DEPARTMENT,

Third Party Plaintiff,

vs.

PACIFIC POWER AND LIGHT COMPANY,

Third Party Defendant.

THIS MATTER having come regularly before the Court upon the Stipulation of the parties, and the Court being fully advised, it is hereby

ORDERED AND ADJUDGED that the above-entitled matter, including all Counter-Claims, Cross-Claims, and Third Party Complaints filed herein, be dismissed with prejudice and without

///

///

///

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

costs and disbursements to any party.

DATED this _____ day of _____, 1981.

_____
Circuit Court Judge

IT IS SO STIPULATED:

BOLLINGER, HAMPTON & TARLOW, P.C.

By: _____
Joseph Yasbeck, Jr.
Of Attorneys for Plaintiff

BROMLEY & FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant-Third Party Plaintiff Linn County

STOEL, RIVES, BOLEY, FRASER & WYSE

By: _____
Charles F. Hinkle
Of Attorneys for Third Party Defendant Pacific Power and Light Company

STATE OF OREGON
DEPARTMENT OF JUSTICE

By: _____
Leslie B. Hampton
Of Attorneys for Defendant State of Oregon

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET, EUGENE, OREGON 97401
(503) 484-1273

RECEIVED
MAR 9 1981
CONSTRUCTION BRANCH

3-6-81

JUSTIFICATION OF SETTLEMENT

RS-A487(1)

Re: North Santiam Paving Co. v. State of Oregon and Linn County
Linn County No. 80-1128 (L-7862)

Fox Valley-Mill City Section, Contract No. 8578

The above-referenced litigation originated from the construction of the above-mentioned highway section. This was a federal aid secondary (county) project in Linn County. On August 1, 1977, Contract No. 8578 was awarded to the plaintiff, North Santiam Paving Co. The contract specified 90 calendar work days and the time count started on August 15, 1977.

One of the essentials to the completion of the work was the adjustment of the Pacific Power & Light utility lines through the construction area. At the pre-construction conference on August 12, 1977, PP&L indicated that the lines could be relocated in approximately two weeks. However, PP&L commenced its work on August 29, 1977, and did not complete the adjustment until October 14, 1977. PP&L worked on the project with one small crew which worked about 3-4 hours per day because of travel time and other problems. PP&L was contacted by the contractor, the Linn County engineer, the resident utility engineer, and the resident engineer, and urged to speed up its work, but it did not do so.

The contractor commenced work on August 16, 1977. The State's resident engineer issued a stop work order effective September 28, 1977, primarily due to bad weather at that time. The stop work order was rescinded on June 11, 1978. The contractor resumed its work on July 9, 1978, and the project was completed on September 26, 1978. The detailed analysis of the facts and pertinent contract provisions are set out in a memo to the file dated July 17, 1979, by Mr. O. B. Jackmond, Contract Administration Engineer. There is very little doubt but that the contractor could have completed its work in 1977 if the PP&L lines had been timely removed. There is no doubt but that the contractor incurred substantial extra costs because of the delays.

The complaint was filed against both the State of Oregon and Linn County. It alleges that the State breached its contract with North Santiam Paving by failing to require the utility lines to be timely moved. The contract also alleges that the contractor is the third party beneficiary of the agreement between the State and Linn County and that Linn County did not

3-20-81
RULIEN SAYS CHARGE STATE'S $4500 TO JOB, (STATE'S COST)
DO NOT ASK COUNTY TO REIMBURSE US.

carry out its duty to require PP&L to timely move its power lines. The State and County brought in Pacific Power & Light as a third party defendant, alleging that PP&L violated its common-law duty to timely remove its power lines after notice by the state and county. The third party complaint also alleges that PP&L violated its commitment at the pre-construction conference (oral contract) to remove its lines in about two weeks. Pacific Power & Light's motions to dismiss the third party complaint were denied by the court.

The attorneys for the state, Linn County and PP&L have been negotiating with the plaintiff contractor and with each other. A proposed settlement of $10,500 has been worked out. Under this settlement, the parties would pay:

Linn County, $4,000;
Pacific Power & Light, $4,000;
State of Oregon, $2,500.

The $10,500 settlement is reasonable. In fact $12-14,000 could be justified if full responsibility was acknowledged by the defendants. I approve of and strongly recommend the settlement for the following reasons.

The first reason is a very practical one. The legal services of the Department of Justice to prepare and defend this case would probably exceed $2,500. Other defense costs including the time of the state's engineering personnel would also be substantial. The state-county agreement does not include an indemnification clause, therefore the state could not recover its defense costs and attorney fees from the county.

The second reason for approving the settlement is that the contractor will probably win this case. If so, the verdict would probably be in the range of $12,000 to $15,000, possibly more. Moreover, the jury might assign a substantial portion of the damages to the state (the deepest pocket).

As noted above, the contractor was in fact delayed because of the failure to expeditiously relocate the power lines. There is little doubt but that the contractor would have completed its work in the fall of 1977. The delayed completion of the work in 1978 did, in fact, cost the contractor a substantial sum of money. However, the contract does contain no damage for delay clauses including a no damage for delay clause specifically related to the relocation of utility lines.

Even though the results are harsh, the court will enforce no damage for delay clauses in appropriate circumstances. Perhaps because of the harshness, the courts have developed reasonably defined exceptions when the clause will not be enforced. The pertinent exception is that the court will not enforce the no damage for delay clause where the delay is unreasonable in duration on the ground that the parties when entering into the contract did not contemplate that there would be no damages for "unreasonable delay."

I have no doubt but that the Oregon courts will recognize the unreasonable delay exception. Ordinarily, whether or not a delay is reasonable is a factual question to be decided by the jury. I think most juries would decide this in favor of the contractor. A short 90-calendar day project which could have been completed in the fall of 1977 was carried well into the summer of 1978. The Resident Engineer acknowledged that the utility delay was responsible for the seasons delay.

There is another possible grounds of recovery for the plaintiff. Section 105.06 of the Standard Specifications provides:

> "Cooperation with utilities. The division will negotiate with utility companies, pipeline owners or other parties affected, and endeavor to have necessary adjustments of the public or private utility fixtures, pipelines and other appurtenances within or adjacent to the limits of the construction made as soon as practicable."

The state has an implied obligation to act reasonable in arranging for the relocation of utilities. That duty was assigned to Linn County by the state-county agreement. The county engineer did in fact contact PP&L on several occasions as did state personnel. From the record it appears that the state did act reasonable. However, if the plaintiff offered testimony to the contrary, it would be a factual question for the jury to determine whether or not the state acted reasonable under the circumstances. The jury could find that the state breached its contract in this particular or breached an implied warranty to act reasonable in this matter.

PP&L through its counsel resisted the concept of being liable for damages for its failure to timely relocate the utilities. The state and county would have the burden of

proving that PP&L had a duty to relocate its power lines within a reasonable time and that that duty was violated. Here again, this would be a jury question. PP&L was finally persuaded that a court determination that PP&L was liable for damages was worse than its contribution to a settlement. I think this is the first time that a power company has agreed to participate in a delay situation. Linn County is also recognizing its basic responsibility to arrange for the utility relocation.

In conclusion I strongly recommend the settlement. As mentioned, it would cost more to defend the case than the $2,500 to be paid by the state. Moreover, I don't believe we should test our no damage for delay clause in this fact situation. We have the risk that the court would water down our contract terms because of the factual situation.

Dated this 6th day of March, 1981.

LESLIE B. HAMPTON
Assistant Chief Trial Counsel

8578

File

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L- 7867

R-

To be submitted to Commission: _____ Approved by Commission: _____

Name of Case: North Santiam Paving Company v. State et al County: Linn

Cause of Action: Contract for Damages - alleged failure to timely remove utility lines

Demands of Plaintiff: $19,630

Settlement: $10,500 (2500. by State)

REMARKS: (See attached report)

Signature

Assistant Attorney General
and Counsel

cc: File
Jack L. Sollis

File: L- 7867

R-

To be submitted to Commission: _____ Approved by Commission: _____

Name of Case: North Santiam Paving Company v. State et al County: Linn

Cause of Action: Contract for Damages - alleged failure to timely remove utility lines

Demands of Plaintiff: $19,630

Settlement: $10,500 (2500. by State)

REMARKS: (See attached report)

_____
Signature

_____
Assistant Attorney General
and Counsel

cc: File
Jack L. Sollis
Leslie B. Hampton
[illegible]
[illegible]
[illegible]
John R. Mc Culloch
C.T. Keasey
Walter Hart
Ted Litchfield

8578

2/17/81 rh

BROMLEY & FORD

ATTORNEYS AT LAW

February 12, 1981

Mr. Charles Hinkle
Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 SW 5th Avenue
Portland, Oregon 97204

Re: North Santiam vs. State of Oregon, et al.
Linn County Circuit Court Case No. 80-1128

Dear Charles:

As Les felt that he would be the slowest party in obtaining our agreed settlement funds, he asked that I forward our Release, draft and proposed Stipulated Order of Dismissal first to you, with his request that you then forward to him our materials as well as your Release and draft. Les would then be responsible for tendering the complete package to Plaintiff.

Thank you for your cooperation in this matter.

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF/gr
cc: Leslie B. Hampton

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

(503) 484-1273

1010 HIGH STREET
EUGENE, OREGON 97401

8578

2/10/81

BROMLEY & FORD

ATTORNEYS AT LAW

February 9, 1981

Mr. Leslie B. Hampton
Department of Justice
Trial Division
106 State Office Building
Salem, Oregon 97310

Mr. Charles Hinkle
Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 SW 5th Avenue
Portland, Oregon 97204

Re: North Santiam vs. State of Oregon, et al.
Linn County Circuit Court Case No. 80-1128

Dear Les and Charles:

In confirmation of our recent telephone conversation, please be advised that Plaintiff has accepted our consolidated settlement offer of $10,500, which shall be prorated among the parties consistent with our prior agreement as reflected in my February 2, 1981, letter to each of you. Plaintiff has accepted our offer on condition that funds are received by his office no later than March 9, 1981.

By separate cover, I will forward to Les our proposed Stipulated Order of Dismissal, Release and draft. I would ask that Les execute such Stipulation, and forward our materials, along with his Release and draft, to Charles. I would request that Charles then tender the Stipulation, three Releases and three drafts to Plaintiff for execution and return to the designated parties.

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

(503) 484-1273

1010 HIGH STREET
EUGENE, OREGON 97401

I hope to post our materials to Les before the close of this week.

I thank you both for your cooperation throughout the pendency of this matter.

Sincerely,

BROMLEY & FORD

Robert A. Ford

cc: Mr. Joseph Yazbeck, Jr.
Mr. Ed Schultz
Mr. Steve Landburg

8578

2/3/81

BROMLEY & FORD

ATTORNEYS AT LAW

February 2, 1981

Mr. Les Hampton
Assistant Chief Trial Counsel
Department of Justice
Trial Division
106 State Office Building
Salem, Oregon 97310

Mr. Charles Hinkle
Stoel, Rives, Boley, Fraser & Weyse
Attorneys at Law
900 SW 5th Avenue
Portland, Oregon 97204

Re: North Santiam vs. State of Oregon, et al., vs.
Pacific Power & Light
Linn County Circuit Court Case No. 80-1128

Dear Les and Charles:

Consistent with our conversation of January 30, 1981, I have extended a settlement offer to Plaintiff on behalf of all of the Defendants and Third Party Defendants in the amount of $10,500. As Mr. Yazbeck is to be out of town until February 9, 1981, I have granted him until such date to respond to our settlement offer. Mr. Yazbeck advised he would discuss such offer by that date.

If accepted, the settling Defendants' respective shares would be as agreed: PP&L, $4,000; State, $2,500; County, $4,000.

I will keep you advised upon receipt of any response in this matter.

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF/gr
cc: Steve Landburg
Ed Schultz

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

(503) 484-1273

1010 HIGH STREET
EUGENE, OREGON 97401

8578 D 1-81 O

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., an Oregon Corporation,

Plaintiff,

vs.

STATE OF OREGON, ACTING THROUGH ITS DEPARTMENT OF TRANSPORTATION, and LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT,

Defendants.

Case No. 80-1128

ORDER

LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT,

Third Party Plaintiff,

vs.

PACIFIC POWER AND LIGHT COMPANY, a Maine Corporation,

Third Party Defendant.

THIS MATTER having come regularly before the Court upon the Motion to Dismiss of Third Party Defendant, and Defendant Linn County appearing by and through its attorneys, Bromley & Ford, Defendant State of Oregon appearing by and through its attorneys, State of Oregon Attorney Generals Office, Third Party Defendant Pacific Power and Light Company appearing by and through its attorneys, Stoel, Rives, Boley, Fraser and Wyse, and Plaintiff appearing not, and the Court having taken this matter under advisement, and now being fully advised, it is hereby

ORDERED that Third Party Defendant's Motion to Dismiss the First Claim for Relief in the Third Party Complaint filed by

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

the Defendant Linn County, be, and hereby is, denied.

Third Party Defendant shall have that time designated by ORCP to further plead.

Dated this ____ day of January, 1981.

_____
Circuit Court Judge

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

8578 1-8-81 File

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., an Oregon Corporation,

Plaintiff,

vs.

STATE OF OREGON, ACTING THROUGH ITS DEPARTMENT OF TRANSPORTATION, and LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT,

Defendants.

Case No. 80-1128

ORDER

LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT,

Third Party Plaintiff,

vs.

PACIFIC POWER AND LIGHT COMPANY, a Maine Corporation,

Third Party Defendant.

THIS MATTER having come regularly before the Court upon the Motion to Dismiss of Third Party Defendant, and Defendant Linn County appearing by and through its attorneys, Bromley & Ford, Defendant State of Oregon appearing by and through its attorneys, State of Oregon Attorney Generals Office, Third Party Defendant Pacific Power and Light Company appearing by and through its attorneys, Stoel, Rives, Boley, Fraser and Wyse, and Plaintiff appearing not, and the Court having taken this matter under advisement, and now being fully advised, it is hereby

ORDERED that Third Party Defendant's Motion to Dismiss the First Claim for Relief in the Third Party Complaint filed by

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

the Defendant Linn County, be, and hereby is, denied.

Third Party Defendant shall have that time designated by ORCP to further plead.

Dated this 8th day of January, 1981.

S/WENDELL H TOMPKINS
Circuit Court Judge

BROMILEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

8578

January 7, 1981

Honorable Wendell H. Tompkins
Judge of Circuit Court
Linn County Courthouse
Albany, Oregon 97321

Re: North Santiam Paving Co. v. State of Oregon, et al
Case No. 80-1128

Dear Judge Tompkins:

The plaintiff in the above mentioned case represented by Joseph A. Yazbeck, Jr. has filed a Motion for Summary Judgment against the defendant State of Oregon and the defendant Linn County which Motion is pending as of this date.

There are four attorneys including the undersigned, representing the various interests in this proceeding. The amount of the claim is relatively small compared to the legal work that this case could generate. The defendants and the third-party defendant are trying to work out a basis of settlement pursuant to a proposal by the plaintiff. Hopefully this case will be disposed of without litigation.

The plaintiff has concurred that an appearance by the State and the County on the Motion for Summary Judgment can be deferred to avoid the legal expense during settlement discussions and negotiations. I respectfully request that plaintiff's Motion for Summary Judgment not be set for argument prior to February 1, 1981.

Respectfully yours,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
cc: Joseph A. Yazbeck, Jr.
Robert A. Ford
Charles F. Hinkle

8578

12-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., an Oregon Corporation,

Plaintiff,

vs.

STATE OF OREGON, ACTING THROUGH ITS DEPARTMENT OF TRANSPORTATION, and LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT,

Defendants.

Case No. 80-1128

ORDER

LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT,

Third Party Plaintiff,

vs.

PACIFIC POWER AND LIGHT COMPANY, a Maine Corporation,

Third Party Defendant.

CERTIFIED A TRUE COPY
BROMLEY & FORD

THIS MATTER having come regularly before the Court upon the Defendant Linn County's Motion to Strike from Co-Defendant State of Oregon's Cross Claim herein contained at Paragraph XXVII, Page 7, Lines 17-20, and Defendant Linn County appearing by and through its attorneys, Bromley & Ford, and Defendant State of Oregon appearing by and through its attorneys, State of Oregon Attorney General's Office, and the Court being fully advised, it is hereby

ORDERED that Defendant Linn County's Motion to Strike be, and hereby is, granted.

Dated this _____ day of December, 1980.

Circuit Court Judge

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

8578

December 29, 1980

The Honorable Wendell H. Tompkins
Circuit Court Judge
Linn County Courthouse
Albany, OR 97321

Re: North Santiam Paving v. State of Oregon (DOT), et al
Linn County Circuit Court Case No. 80-1128

Dear Judge Tompkins:

I enclose herewith a proposed Order denying third party defendant's Motion to Dismiss pursuant to your letter of December 18, 1980.

If the proposed Order meets with your approval, please sign the same and hand it to your clerk for filing. A return postcard is enclosed for the use of your clerk in notifying us of the filing date.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jd
Enclosure
cc: Christeine L. Dickey
Stoel, Rives, Boley,
Fraser & Wyse
Attorneys at Law
900 S. W. Fifth Avenue
Portland, OR 97204

12/19/80 ph

D L

CIRCUIT COURT OF OREGON

TWENTY-FIRST JUDICIAL DISTRICT
ALBANY

WENDELL H. TOMPKINS
JUDGE

December 18, 1980

PHONE 967-3848

Peter F. M. Warburg
Bromley & Ford
Attorneys at Law
1010 High Street
Eugene, Oregon 97401

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
Trial Division
106 State Office Building
Salem, Oregon 97310

Christeine L. Dickey
Stoel, Rives, Boley,
Fraser & Wyse
Attorneys at Law
900 SW Fifth Avenue
Portland, Oregon 97204

COPY

Re: North Santiam Paving vs.
State of Oregon, et al,
Case No. 80 1128.

Dear Counsel:

Third Party Defendant's Motion to Dismiss in the above entitled case was set for hearing on December 1, 1980 at 9:30 a.m., counsel for State of Oregon, Linn County and P P & L appearing and counsel for North Santiam Paving appearing not, and the Court after hearing argument of counsel, took the cause under advisement.

The ruling of the Court is to be that the Motion is denied.

Counsel for Defendant State of Oregon and counsel for Third Party Plaintiff Linn County may prepare appropriate orders.

Very truly yours,

Wendell H. Tompkins

WHT:jla

cc. Bolliger, Hampton & Tarlow

8578 12-27-80

CIRCUIT COURT OF THE STATE OF OREGON

COUNTY OF LINN

NORTH SANTIAM PAVING CO., an Oregon corporation, Plaintiff, vs. STATE OF OREGON, Acting through its Department of Transportation and LINN COUNTY acting through the County Road Department, Defendants.	No. 80-1128 ORDER
LINN COUNTY acting through the County Roads Department, Third Party Plaintiff, vs. PACIFIC POWER & LIGHT COMPANY, a Maine Corporation, Third Party Defendant.	

This matter coming on regularly for hearing on December 1, 1980, on third party defendant Pacific Power & Light Company's Motion to Dismiss defendant State of Oregon's Second Cross Claim, and the Court having heard arguments of respective counsel and being fully advised, now therefore

IT IS HEREBY ORDERED that third party defendant's Motion to Dismiss is denied.

Dated this _____ day of _____, 198__.

_____
CIRCUIT JUDGE

Department of Justice
100 State Office Building
Salem, Oregon 97310
Phone 378-4400

CERTIFICATE OF SERVICE

I hereby certify that on the 29th day of December, 1980, I served a true copy of the within Order upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Christeine L. Dickey
Stoel, Rives, Boley,
Fraser & Wyse
Attorneys at Law
900 S. W. Fifth Avenue
Portland, OR 97204

LESLIE B. HAMPTON
Assistant Attorney General
Of Attorneys for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
OSB. No. 53037

8578 12-12-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., an Oregon Corporation, Plaintiff, vs. STATE OF OREGON, ACTING THROUGH ITS DEPARTMENT OF TRANSPORTATION, and LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT, Defendants.	Case No. 80-1128
LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT, Third Party Plaintiff, vs. PACIFIC POWER AND LIGHT COMPANY, a Maine Corporation, Third Party Defendant.	ORDER

THIS MATTER having come regularly before the Court upon the Defendant Linn County's Motion to Strike from Co-Defendant State of Oregon's Cross Claim herein contained at Paragraph XXVII, Page 7, Lines 17-20, and Defendant Linn County appearing by and through its attorneys, Bromley & Ford, and Defendant State of Oregon appearing by and through its attorneys, State of Oregon Attorney General's Office, and the Court being fully advised, it is hereby

ORDERED that Defendant Linn County's Motion to Strike be, and hereby is, granted.

Dated this 12th day of December, 1980.

S/ Wendell H Tompkins
Circuit Court Judge

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

8578

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
FREDERICK S. CARMAN

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

December 10, 1980

Circuit Court Clerk
Linn County Courthouse
P. O. Box 100
Albany, Oregon 97321

Re: North Santiam Paving Company vs. State of Oregon acting through its Department of Transportation and Linn County acting through the County Road Department
No. 801128, Linn County Circuit Court

Enclosed you will find:

(X) Affidavit;
(X) Motion; and
(X) Memorandum

PLEASE DO THE FOLLOWING:

( ) Obtain Judge's Signature ( ) Record Document(s)

(X) File Document(s) ( ) Serve Document(s)

FURTHER INSTRUCTIONS:

BOLLIGER, HAMPTON & TARLOW, P.C.

CD/djr/1978C

Enclosures

cc/w/enc: Charles F. Hinkle, Esq.
Leslie Hampton, Esq.
Robert A. Ford, Esq.
North Santiam Paving Company

8578 ○ 11-80

CERTIFIED A TRUE COPY
BROMLEY & FORD

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., An Oregon Corporation, Plaintiff, vs. STATE OF OREGON, ACTING THROUGH ITS DEPARTMENT OF TRANSPORTATION and LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT, Defendants.	Case No. 80-1128
LINN COUNTY ACTING THROUGH THE COUNTY ROADS DEPARTMENT, Third Party Plaintiff, vs. PACIFIC POWER & LIGHT COMPANY, A Maine Corporation, Third Party Defendant.	MEMORANDUM IN OPPOSITION TO THIRD PARTY DEFENDANT'S MOTION TO DISMISS

COMES NOW Defendant-Third Party Plaintiff, Linn County, and respectfully submits the following in support of its Memorandum in Opposition to Third Party Defendant's Motion to Dismiss:

Third Party Defendant asserts that Defendant-Third Party Plaintiff Linn County's First Claim for Relief in its Third Party Complaint is defective for want of specificity as to the terms of such contract. To the contrary, Defendant-Third Party Plaintiff Linn County's First Claim for Relief provides specifically the date Third Party Defendant Pacific Power & Light commenced its removal and relocation process (August 29, 1977), the time agreed upon between the parties for such removal and relocation (two

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

weeks) and the subject matter of such removal and relocation (power pole line along Lyons-Mill City County Road).

If the Court rules that such allegations are deficient for any reason, Defendant-Third Party Plaintiff, pursuant to ORCP Rule 23A, respectfully moves for leave to appropriately amend its First Claim of Relief.

Respectfully submitted,

BROMLEY & FORD

/s/ ROBERT A. FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant-Third Party Plaintiff Linn County

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

CERTIFICATE OF SERVICE

I hereby certify that, on November_____, 1980, I served copies of the foregoing Memorandum in Opposition to Third Party Defendant's Motion to Dismiss on the parties listed below, by first class mail, postage prepaid, and addressed as follows:

Mr. Joseph Yazbeck, Jr.
Attorney for Plaintiff
1600 SW Cedar Hill, #102
Portland, Oregon 97225

Mr. Les Hampton
Attorney for Defendant State of Oregon
Department of Justice
113 Transportation Building
Salem, Oregon 97310

Mr. Charles Hinkle
Attorney for Third Party Defendant
900 SW 5th Avenue
Portland, Oregon 97204

BROMLEY & FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant-
Third Party Plaintiff Linn County

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1273

8578 ○ 11-80

CERTIFIED A TRUE COPY
BROMLEY & FORD

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., An Oregon Corporation, Plaintiff, vs. STATE OF OREGON, ACTING THROUGH ITS DEPARTMENT OF TRANSPORTATION and LINN COUNTY, ACTING THROUGH THE COUNTY ROAD DEPARTMENT, Defendants.	Case No. 80-1128 MOTION TO STRIKE
LINN COUNTY ACTING THROUGH THE COUNTY ROADS DEPARTMENT, Third Party Plaintiff, vs. PACIFIC POWER & LIGHT COMPANY, A Maine Corporation, Third Party Defendant.	

COMES NOW Defendant Linn County, by and through its attorneys, Bromley & Ford, and hereby respectfully moves the Court for an Order striking that portion of Defendant State of Oregon's Cross Claim against Defendant Linn County contained at Paragraph XXVII, Page 7, Lines 17 through 20, as follows:

> ". . .it should also indemnify the State of Oregon for its costs of defense including a reasonable attorney fee. The sum of $7,500 is a reasonable amount to be awarded Defendant State of Oregon for its attorney fees."

THIS MOTION is based upon ORCP Rule 21E, and the Points and Authorities below listed and incorporated herein by this reference.

BROMLEY & FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant
Linn County

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

POINTS AND AUTHORITIES

1. Generally, attorneys' fees in a pending action are not recoverable unless they are expressly authorized by statute or by agreement between the parties. Hughes v. Bembry, 256 Or 172, 470 P2d 151 (1970). Defendant State of Oregon's Cross Complaint against Defendant Linn County does not cite any statutory or contractual authority imposing a duty upon Defendant Linn County to compensate Defendant State of Oregon for any past or presently accruing attorneys' fees.

2. More specifically, it is clear that in Oregon, "in the absence of an agreement to defend all claims or to hold the indemnitee harmless", a party seeking indemnity as against a co-defendant is not entitled to a defense of those allegations lodged by a third party. U. S. Fire Ins. Co. v. Chrysler Motors Corp., 264 Or 362, 505 P2d 1137, 1141 (1973). In the case at bar, Defendant State of Oregon has alleged no hold harmless agreement, indemnity agreement, nor agreement to defend as against all claims, as between Defendant State of Oregon and Defendant Linn County. As such, Defendant State of Oregon is not entitled to recover its attorneys' fees or other costs incurred in the defense of those allegations brought by Plaintiff herein.

3. A Motion to Strike properly lies when an "insufficient defense or any sham, frivolous, irrelevent or redundant matter" is inserted in a pleading. ORCP Rule 21E. Such is the case herein.

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

CERTIFICATE OF SERVICE

I hereby certify that, on November_____, 1980, I served copies of the foregoing Motion to Strike on the parties listed below, by first class mail, postage prepaid, and addressed as follows:

Mr. Joseph Yazbeck, Jr.
Attorney for Plaintiff
1600 SW Cedar Hills, #102
Portland, Oregon 97225

Mr. Les Hampton
Attorney for Defendant State of Oregon
Department of Justice
113 Transportation Building
Salem, Oregon 97310

Mr. Charles Hinkle
Attorney for Third Party Defendant
900 SW 5th Avenue
Portland, Oregon 97204

BROMLEY & FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant
Third Party Plaintiff Linn County

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-9173

8578

11/14/80 tpl

BROMLEY & FORD

ATTORNEYS AT LAW

RECEIVED
LEGAL

November 13, 1980

Mr. Les Hampton
Attorney at Law
Department of Justice
113 Transportation Building
Salem, Oregon 97310

Mr. Charles Hinkle
Attorney at Law
900 SW 5th Avenue
Portland, Oregon 97204

Mr. Joseph Yazbeck, Jr.
Attorney at Law
1600 SW Cedar Hill, #102
Portland, Oregon 97225

Re: North Santiam Paving Co. vs. State of Oregon, et al.
vs. Pacific Power & Light
Linn County Circuit Court Case No. 80-1128

Gentlemen:

Enclosed please find certified true copies of Defendant Linn County's Motion to Strike as against Defendant State of Oregon's Answer and Cross-Claims as well as a certified true copy of Third Party Plaintiff's Memorandum in Opposition to Third Party Defendant's recently filed Motion to Dismiss.

If any party intends to be heard orally on either of these matters, I would request being previously advised of such intention at least five days before the currently scheduled December 1, 1980 hearing date.

Thank you.

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF/gr
Enclosures

bcc: Dear Les:
Please advise my office once you are able to ascertain a viable conference date for a meeting between you and I and counsel for PP&L. Thanks.

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

1010 HIGH STREET
EUGENE, OREGON 97401
(503) 484-1273

8578 10-27-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING CO., an Oregon corporation, Plaintiff, v. STATE OF OREGON, acting through its Department of Transportation, and LINN COUNTY, acting through the County Road Department, Defendants. LINN COUNTY, acting through the County Road Department, Third-Party Plaintiff, v. PACIFIC POWER & LIGHT COMPANY, a Maine corporation, Third-Party Defendant.	Case No. 80-1128 THIRD-PARTY DEFENDANT'S MOTION TO DISMISS

Pursuant to ORCP 21 A.(8), third-party defendant Pacific Power & Light Company ("Pacific") moves for an order dismissing the First Claim for Relief in the Third-Party Complaint filed by Linn County, and the Second Cross-Complaint contained in the Answer and Cross-Claims of defendant State of Oregon, on the ground that neither claim states ultimate

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STOEL, RIVES, BOLEY, FRASER and WYSE
Attorneys at Law
900 S. W. Fifth Ave. Portland, Oregon 97204
Telephone (503) 224-3380

facts sufficient to constitute a claim. In support of this motion, Pacific will rely on the memorandum appended below.

Dated October 29, 1980.

Respectfully submitted,

CHARLES F. HINKLE

Charles F. Hinkle
Of Attorneys for Third-Party Defendant

MEMORANDUM

Linn County's First Claim against Pacific and the State of Oregon's Second Cross-Complaint against Pacific are both based on breach of contract, and both arise out of the same alleged oral contract with Pacific. The allegations as to the terms and conditions of the contract are found in Paragraph XXXIV of the State of Oregon's Second Cross-Complaint, as follows:

> "On or about August 12, 1977, Third-party defendant Pacific Power & Light Company *** entered into an oral agreement with defendant Linn County and defendant State of Oregon to relocate the above-mentioned power pole line in a timely manner and further agreed to provide sufficient labor and material so as to complete the necessary removal and relocation within two weeks of the commencement of such removal."

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Paragraph IV of Linn County's First Claim against Pacific contains a few more words, but in all material respects is identical to Paragraph XXXIV of the State of Oregon's First Cross-Complaint.

Neither the County's nor the State's claims against Pacific contain any allegations as to the terms of the alleged contract except those just quoted. Neither the County nor the State alleges that there was any consideration for Pacific's purported promise. It has long been established that a complaint for breach of contract does not state a claim unless it alleges that "the contract was for a good consideration." Hayden v. Steadman, 3 Or 550, 552 (1869). That rule has been reaffirmed many times by the Oregon Supreme Court, notably in the leading case of Kornbrodt v. Equitable Trust Co., 137 Or 386, 2 P2d 236, 3 P2d 127 (1931):

> "There must be a consideration for every contract and unless the contract is one which imports a consideration, such as a deed, bill of exchange, negotiable promissory note or other like instrument, the consideration must be proved and consequently it should be stated." 137 Or at 392.

Since neither the County's First Claim against Pacific nor the State's Second Cross-Complaint against Pacific contains the necessary allegations to constitute a

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900 S. W. Fifth Ave. Portland, Oregon 97204
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claim for breach of contract, those claims should be dismissed, pursuant to ORCP 21 A.(8).

Respectfully submitted,

CHARLES F. HINKLE

Charles F. Hinkle
Of Attorneys for Third-Party Defendant

STOEL, RIVES, BOLEY, FRASER and WYSE
Attorneys at Law
900 S. W. Fifth Ave. Portland, Oregon 97204
Telephone (503) 224-3380

CERTIFICATE OF SERVICE

I hereby certify that, on October 29, 1980, I served copies of the foregoing THIRD-PARTY DEFENDANT'S MOTION TO DISMISS on the parties listed below, by first class mail, postage prepaid, and addressed as follows:

Joseph A. Yazbeck, Jr.
Attorney at Law
1600 SW Cedar Hills Boulevard # 102
Portland, Oregon 97225

Attorney for Plaintiff

Robert A. Ford
Attorney at Law
1010 High Street
Eugene, Oregon 97401

Attorney for Defendant Linn County

Leslie B. Hampton
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

Of Attorneys for Defendant State of Oregon

CHARLES F. HINKLE

Charles F. Hinkle
Of Attorneys for Third-Party Defendant

STOEL, RIVES, BOLEY, FRASER and WYSE
Attorneys at Law
900 S. W. Fifth Ave. Portland, Oregon 97204
Telephone (503) 224-3380

8578 10-13-80

STATE OF OREGON)
Multnomah County)

Circuit Court No. LINN COUNTY 80-1128

District Court No. _____

North Santiam Paving Co. vs State of Oregon, Acting through its Department of Transportation, et al

I HEREBY CERTIFY, that the following papers indicated by an "X" to which this proof of service is attached were delivered to me for service on Oct. 13, 1980, duly certified to be a true copy by Leslie B. Hampton one of the attorneys for (plaintiff) (defendant).

X summons ____ complaint referred to in said summons
____ order ____ affidavit ____ motion ____ subpoena X Answer and Cross-Claims
____ citation ____ garnishment ____ execution
____ notice ____ lien ____ petition

I FURTHER CERTIFY: As indicated by an "X", that

Personal Service

____ I served said papers on _____ personally and in person on _____ 19____ at ____ AM PM at _____.

Corporate Service

X I served said papers t~~x~~ on Pacific Power & Light Company of said corporation, on OCT 15 1980 19____ at 805 AM PM at 900 Pacific Bldg., Portland, Oregon, by delivering to C. T. Corp. System, Reg. Agent.

Substitute Service

____ I was unable to find said _____ at the ____ usual place of abode, such service was therefore made on said party on _____ 19____ at _____ AM PM at _____ by delivering said papers to _____ a member of the family of said party to wit _____ a person over 14 years who is at the abode.

Not Found

____ After due and diligent search and inquiry I have been unable to find the within named party: _____ within said State and County, therefore service was not made.

ALL OF SAID SEARCH AND SERVICE WAS MADE WITHIN SAID MULTNOMAH COUNTY, OREGON

Division of Public Safety

V. Lucas

Deputy, Civil Process Section

Below for office use only – Not part of official return

ATTEMPTS TO SERVE Service fees $_____

Date	Time	Deputy	Line No.	Remarks
	M		1.	
	M		2.	
	M		3.	
	M		4.	
	M		5.	
	M		6.	

DJS 42 9-73

RETURN OF SERVICE

CIRCUIT COURT OF THE STATE OF OREGON

COUNTY OF LINN

No. 80-1128

RECEIVED
MULTNOMAH COUNTY
1980 OCT 13 PM 4:19
DEPT. JUSTICE SERVICES
CIVIL PROCESS DIVISION

NORTH SANTIAM PAVING CO., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, Acting through its Department of Transportation and LINN COUNTY acting through the County Road Department,

Defendants.

LINN COUNTY acting through the County Roads Department,

Third Party Plaintiff,

vs.

PACIFIC POWER & LIGHT COMPANY, a Maine Corporation,

Third Party Defendant.

SUMMONS

To: Pacific Power & Light Co., c/o Reg. Agent C. T. Corporation Systems, 800 Pacific Building, Portland, OR 97204

IN THE NAME OF THE STATE OF OREGON, You are hereby required to appear and answer the complaint filed against you in the above entitled cause within 30 days from date of the service of this summons upon you. If you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT:

READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." This "motion" or "answer" must be given to the court clerk within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have questions, you should see an attorney immediately.

Leslie B Hampton

LESLIE B. HAMPTON
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

8578 10-10-80

CIRCUIT COURT OF THE STATE OF OREGON

COUNTY OF LINN

No. 80-1128

NORTH SANTIAM PAVING CO., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, Acting through its Department of Transportation and LINN COUNTY acting through the County Road Department,

Defendants.

LINN COUNTY acting through the County Roads Department,

Third Party Plaintiff,

vs.

PACIFIC POWER & LIGHT COMPANY, a Maine Corporation,

Third Party Defendant.

ANSWER AND CROSS-CLAIMS OF DEFENDANT STATE OF OREGON

In answer to plaintiff's First Claim of Relief defendant State of Oregon admits, denies and alleges:

I

Admits paragraphs I, II and III.

II

In answer to paragraph VII admits that portions of the utilities had to be removed before all of the excavation and embankment would could be accomplished, but denies each and every other allegation con-

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tained in said paragraph.

III

In answer to paragraph XIII admits that plaintiff made demand on defendant State of Oregon for its alleged damages and that this defendant refused to pay any part thereof, but denies each and every other allegation contained in said paragraph.

IV

Except as otherwise admitted herein, denies each and every other allegation contained in said First Claim of Relief.

FOR ITS ANSWER TO PLAINTFF'S SECOND CLAIM OF RELIEF, defendant State of Oregon admits, denies and alleges:

V

Admits paragraphs XIV, XV, and XVI.

VI

Except as otherwise admitted herein, denies each and every other allegation contained in said Second Claim of Relief.

FOR ITS FIRST AFFIRMATIVE DEFENSE, defendant State of Oregon alleges:

VII

Under the terms of the contract, plaintiff was paid in full for all work performed.

FOR ITS SECOND AFFIRMATIVE DEFENSE, defendant State of Oregon alleges:

VIII

Highway Construction Contract No. 8578 between the plaintiff and

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defendant State of Oregon incorporated by reference the "Standard Specifications for Highway Construction (1974 Ed.)" and the "Special Provisions and Supplemental Standard Specifications for Highway Construction" for the Lyons-Mill City Road, Fox Valley-Mill City Section.

IX

Plaintiff requested time extensions for the performance of the contract work. Defendant State of Oregon granted all extensions of time requested.

X

Under Section 105.06 of the Standard Specifications plaintiff contracted and agreed that:

> "It is understood and agreed that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and that no additional compensation will be allowed for any delays, inconvenience or damage sustained by him due to any interference from the said utility appurtenances or the operation of moving them."

FOR ITS THIRD AFFIRMATIVE DEFENSE, defendant State of Oregon alleges:

XI

Realleges paragraphs VIII and IX of the Second Affirmative Defense.

XII

Under Sections 108.07(c), 108.09, and 108.13 of the Standard Specifications, plaintiff contracted and agreed that extensions

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of time under Sections 108.08 and 108.09 would be plaintiff's sole remedy in the event of suspensions of the work or delay in completing the work, including delays due to the relocation of utility lines. Plaintiff expressly waived all damages for suspensions or delays except for said extensions of time.

XIII

Section 108.07(c) of the Standard Specifications further provided that:

"* * * *

"The contractor will be responsible for damage to the work as provided in subsection 107.25, that may occur during suspensions of work the same as though the damage had occurred while the work was in progress."

FOR ITS FOURTH AFFIRMATIVE DEFENSE, defendant State of Oregon alleges:

XIV

Realleges paragraphs VIII and IX of its Second Affirmative Defense.

XV

Plaintiff contracted and agreed with defendant State of Oregon that:

"Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the county. The contractor shall contact the county for information regarding these arrangements."

XVI

Section 105.06 of the Standard Specifications provides:

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"Cooperation with utilities - The Division will negotiate with utility companies, pipeline owners or other parties effected, and endeavor to have necessary adjustments of the public or private utility fixtures, pipelines or other appurtenances within or adjacent to the limits of the construction, made as soon as practicable." (emphasis added).

XVII

It was the duty of defendant Linn County to negotiate with said utility companies and to endeavor to have necessary adjustments to said utilities made as soon as practicable. Defendant Linn County with the assistance, at times, of defendant State of Oregon acted reasonably and in good faith in its efforts to "negotiate" and "endeavor" to secure any necessary utility relocation "as soon as practicable," consistent with the above-mentioned contract provisions.

FOR ITS FIFTH AFFIRMATIVE DEFENSE, defendant State of Oregon alleges:

XVIII

Any loss or damage alleged by plaintiff was the result of inclement weather over which defendant State of Oregon had no control.

In answer to defendant Linn County's FIRST CROSS-CLAIM, defendant State of Oregon admits, denies and alleges:

XIX

Admits paragraph I.

/ / /

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XX

Denies paragraph II.

In answer to defendant Linn County's SECOND CROSS-CLAIM, defendant State of Oregon admits, denies and alleges:

XXI

Admits paragraph I.

XXII

Denies paragraphs II and III.

In answer to defendant Linn County's THIRD CROSS-CLAIM, defendant State of Oregon admits, denies and alleges:

XXIII

Except as otherwise admitted herein, denies each and every allegation contained in said Third Cross-Claim.

For its CROSS-CLAIM against defendant Linn County, defendant State of Oregon alleges:

XXIV

On or about April 30, 1976 defendant State of Oregon and defendant Linn County entered into an agreement entitled "Construction-Finance Agreement, FAS Project" which provided that:

> "County shall obtain the necessary right-of-way and material sources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project."

Defendant State of Oregon fully performed all its obligations

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under said agreement.

XXV

Any compensible damage or loss sustained by plaintiff as alleged in its amended complaint was the result of the failure of the defendant Linn County, to fully and properly perform its duty with respect to the relocation and/or adjustment of the utility facilities that were in conflict with the plans for the project.

XXVI

On or about July 8, 1980 defendant State of Oregon tendered to defendant Linn County through its Board of Commissioners the defense of the State of Oregon in this case. Defendant Linn County failed and refused to accept the State's defense.

XXVII

In the event that judgment is rendered against defendant State of Oregon in favor of plaintiff, then defendant Linn County should indemnify defendant State of Oregon in full for all damages awarded and should also indemnify the State of Oregon for its costs of defense including a reasonable attorney fee. The sum of $7,500 is a reasonable amount to be awarded defendant State of Oregon for its attorney fees.

FOR ITS FIRST CROSS-CLAIM AGAINST THIRD-PARTY DEFENDANT Pacific Power & Light Company, defendant State of Oregon alleges:

XXVIII

Prior to August, 1977, Third-party defendant Pacific Power & Light Company installed, constructed, operated and maintained a

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20.8 kilovolt power pole line along and within the right of way of the Lyons-Mill City county road, Linn County, Oregon, a public road.

XXIX

Third-party defendant Pacific Power & Light Company upon receipt of notice given by defendant Linn County and defendant State of Oregon had a duty to relocate and adjust its power pole facility in a timely manner so that the Lyons-Mill City county road could be widened and improved.

XXX

Third-party defendant Pacific Power & Light Company failed to remove and relocate its power pole line in a timely manner.

XXXI

As a result of third-party defendant Pacific Power & Light Company's failure to perform as mentioned above, plaintiff has brought this action for damages against defendant State of Oregon, seeking "not less than $19,630.00," allegedly representing losses sustained by plaintiff for delays in fulfilling its highway construction contract.

XXXII

In the event plaintiff recovers any amount in judgment against defendant State of Oregon under its Amended Complaint herein, or in the event that defendant Linn County recovers any amount in judgment against defendant State of Oregon under its cross-claims, defendant State of Oregon is entitled to judgment

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over and against third-party defendant Pacific Power & Light Company in a like amount.

FOR ITS SECOND CROSS-COMPLAINT AGAINST THIRD-PARTY DEFENDANT Pacific Power & Light Company, defendant State of Oregon alleges:

XXXIII

Realleges paragraphs XXVIII, XXIX and XXX of its First Cross-Claim against Third-party defendant Pacific Power & Light Company.

XXXIV

On or about August 12, 1977, Third-party defendant Pacific Power & Light Company, by and through its agents Bob Newston and William Hahn, entered into an oral agreement with defendant Linn County and defendant State of Oregon to relocate the above-mentioned power pole line in a timely manner and further agreed to provide sufficient labor and material so as to complete the necessary removal and relocation within two weeks of the commencement of such removal.

XXXV

Third-party defendant Pacfic Power & Light Company commenced removal and relocation of the above-mentioned power pole line on or about August 29, 1977, but did not complete said removal and relocation within the agreed to period of time.

XXXII

As a result of third-party defendant Pacific Power & Light Company's failure to perform as mentioned above, plaintiff North

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Phone 378-4400

Santiam Paving Company has brought an action for damages against defendant State of Oregon, seeking "not less than $19,630.00," allegedly representing losses sustained by plaintiff for delays during performance of its highway construction contract allegedly caused by third-party defendant Pacific Power & Light Company's failure to timely remove and relocate its power pole line as alleged above.

XXXVII

In the event plaintiff recovers any amount in judgment against defendant State of Oregon as a result of its amended complaint herein, or in event that defendant Linn County recovers any amount in judgment against defendant State of Oregon as the result of its cross-claims, defendant State of Oregon is entitled to judgment over and against third-party defendant Pacific Power & Light Company in a like amount.

WHEREFORE, defendant State of Oregon prays for judgment as follows:

1. Dismissing plaintiff's Amended Complaint against defendant State of Oregon and awarding this defendant its costs and disbursements thereon.

2. In the event that any judgment is rendered against defendant State of Oregon in favor of plaintiff, this defendant should be awarded judgment on its cross-claim over and against defendant Linn County in a like amount, plus its costs and disbursements, including attorney fees in the sum of $7,500.

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3. In the event that any judgment is rendered against defendant State of Oregon in favor of plaintiff or in favor of defendant Linn County on its cross-claims, this defendant should be awarded judgment over and against third-party defendant Pacific Power & Light Company in a like amount, plus its costs and disbursements incurred herein.

Respectfully submitted,

JAMES M. BROWN
Attorney General

/s/ Leslie B. Hampton

LESLIE B. HAMPTON
Assistant Chief Trial Counsel
Of Attorneys for Defendant State of Oregon
100 State Office Building
Salem, OR 97310
Telephone: 378-6313
OSB # 53037

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Salem, Oregon 97310
Phone 378-4400

CERTIFICATE OF SERVICE

I hereby certify that on the 10th day of October, 1980, I served a true copy of the within Answer & Cross-Claims upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck, Jr.
Attorney at Law
1600 S.W. Cedar Hills Blvd. #102
Portland, OR 97225
Of Attorneys for Plaintiff

Robert A. Ford
Attorney at LAw
1010 High Street
Eugene, OR 97401
Of Attorneys for Defendant Linn County

/s/ Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney General
Of Attorneys for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
OSB. No. 53037

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Phone 378-4400

8578 9-23-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff, vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT, Defendants.	Case No. 801128 DEFENDANT COUNTY'S ANSWERS TO PLAINTIFF'S REQUESTS FOR ADMISSIONS

DEFENDANT LINN COUNTY answers Plaintiff's Requests for Admissions as follows:

REQUEST NO. 1: Plaintiff was an Oregon corporation at all times material to this dispute.

In answer to Request No. 1, admits the same.

REQUEST NO. 2: At all times material to this dispute Defendant Linn County acted by and through its County Road Department, in a manner within the scope of the authority of the County Road Department.

In answer to Request No. 2, Defendant Linn County admits the same.

REQUEST NO. 3: After submitting the low responsible responsive bid North Santiam Paving Company, hereinafter North Santiam, was awarded highway contract no. 8578 by the Oregon State Highway Division of the Department of Transportation. Said contract was for grading and paving of the Fox Valley-Mill City section. Award of said contract was made on August 1, 1977. Contract provided, as shown on Exhibit 1, the cover sheet

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(503) 484-1973

of the contract, that all work was to be accomplished in 90 days.

In answer to Request No. 3, Defendant Linn County was not a party to any contract entered into by Plaintiff with Defendant Oregon State Highway Division of the Department of Transportation. Defendant Linn County has had an opportunity to review Highway Contract No. 8578 and would admit that such Contract purports on its face to be a contract entered into by Plaintiffs and Defendant Oregon State Highway Division of the Department of Transportation, and that the work under such Contract included the grading and paving of the Fox Valley-Mill City section, and specifically alleged that the work to be done under the contract consisted of: (1) Construction of 1.11 miles of road bed grading, aggregate base and asphalt concrete pavement; (2) Performance of such additional and incidental work as is called for by the specifications and plans.

In further answer to Request No. 3, Defendant Linn County admits that such Contract purports on its face to have been awarded on August 1, 1977, but denies that such Contract provides that all work was to be accomplished within 90 days. The performance time as specified in such Contract was 90 calendar work days. Calendar work days are defined in Section 108.08 of the Contract's standard specifications. The performance time is subject to the extensions as provided in the Contract's standard specifications. Such Contract does not reflect a completion date of 90 days.

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(503) 484-1973

REQUEST NO. 4: North Santiam was to commence work on August 15, 1977 (Exhibit 1).

In answer to Request No. 4, Defendant Linn County had no agreement with Plaintiff as to the date of commencement of any work performed, and Defendant Linn County's review of that Contract between Plaintiff and Defendant Oregon State Highway Division of the Department of Transportation does not require commencement of work on August 15, 1977. Such Contract provides that the calendar date count would begin on August 15, 1977, but that the manner and methods of Plaintiff's performance, including the date of commencement of the work, was within the discretion of Plaintiff.

REQUEST NO. 5: Contract contemplated performance in August, September and October of 1977.

In answer to Request No. 5, Defendant Linn County's review of such Contract indicates that the specified 90 calendar work days was subject to adjustments of the work and extension of performance time anticipated and provided for in sections 105 and 108 of the Contract's Standard Specifications. The final completion date was not provided for in such Contract.

REQUEST NO. 6: As shown on sheet number 2D of the contract drawings, "removal of all structures and obstructions" was necessary before the remainder of the work could be accomplished. (Exhibit 2).

In answer to Request No. 6, Defendant Linn County's

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review of such Contract indicates that the "removal of all structures and obstructions" was a work item required to be performed by Plaintiff, but that the timing and the sequence of such operation and of the particular items of work was discretionary with Plaintiff, and not provided for by such Contract.

REQUEST NO. 7: Structures and obstructions referred to on sheet number 2D included power line utilities along the highway.

In answer to Request No. 7, Defendant Linn County's review of such Contract indicates that the Contract bid item "removal of structures and obstructions" specifically does not include power line utilities.

REQUEST NO. 8: Removal of the utilities had to be accomplished before excavation and embankment work could commence. (Exhibit 2)

In answer to Request No. 8, Defendant Linn County's review of such Contract indicates that the sequencing of the work to be performed by Plaintiff was the responsibility of Plaintiff, and further denies that all utilities had to be relocated before commencement of excavation and embankment work.

REQUEST NO. 9: Contract between North Santiam Paving and Oregon State Highway Division, states in Section 105--Control of Work:

> "Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the County. The contractor

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(503) 484-1973

shall contact the County for information regarding these arrangements."

In answer to Request No. 9, Defendant Linn County's review of such Contract indicates that the quoted provision of Request No. 9 is only a portion of such Contract's Section 105 as contained in the Contract's Standard Specifications and Special Provisions.

REQUEST NO. 10: Prior to State letting its contract to North Santiam, the State of Oregon and Linn County, on April 31, 1976, entered into an agreement entitled (Construction-Finance Agreement, FAS Project). (Exhibit 3). This agreement was, among other things, a cost sharing agreement between the County and the State for work to be performed pursuant to said contract between North Santiam and the State.

In answer to Request No. 10, Defendant Linn County admits that it entered into a Construction-Finance Agreement (FAS Project) with the State of Oregon on April 30, 1976. However, such Agreement makes no reference whatsoever to any Contract executed by Plaintiff.

REQUEST NO. 11: Said cost sharing contract between the County and the State contained the following language:

THING TO BE DONE BY THE COUNTY

1. "County shall obtain the necessary right of way and material sources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project."

In answer to Request No. 11, Defendant Linn County

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(503) 484-1973

admits that the quoted portion of Request No. 11 was contained in the Construction-Finance Agreement (FAS Project) executed April 30, 1976, between Linn County and the State of Oregon.

REQUEST NO. 12: The utilities were not removed during 1977.

In answer to Request No. 12, Defendant Linn County denies the same. All relevant utility relocations and adjustments were completed on or before October 14, 1977. Such utilities were not to be "removed," but were to be relocated."

REQUEST NO. 13: On September 20, 1977, and on September 28, 1977, North Santiam wrote the Oregon State Highway Division concerning, among other things, problems arising out of the failure of the utility poles to be removed. Exhibits 4 and 5 are copies of these letters.

In answer to Request No. 13, Defendant Linn County has no independent knowledge of such communication between Plaintiff and Defendant Oregon State Highway Division.

REQUEST NO. 14: On October 3, 1977, the Oregon State Highway Division's resident engineer, K.D. Wolf, wrote North Santiam concerning delays to construction and stated, in that letter "delay in removal of utility poles in certain critical areas of the project has been a major factor in delaying the start of the state construction sequences." Exhibit 6 is a copy of this letter. On October 31, 1977, North Santiam submitted contractors request for increase of number of work days to complete construction (Exhibit 7). Exhibit 7 is a

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1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

copy of said form.

In answer to Request No. 14, Defendant Linn County has no independent knowledge of such communication between Plaintiff and Defendant Oregon State Highway Division.

REQUEST NO. 15: Said form contains the following request for time extension:

8-24-77: One half day-contractor held up due to utilities not finished with their portion of work.

8-25-77 to
9-12-77: 19 days-power poles not moved.
9-16-77: One half day-power poles not removed.
9-12-77 to
9-27-77: 10 days-power poles not moved, ground saturated with water, grades too wet.

In answer to Request No. 15, Defendant Linn County's review of Plaintiff's Request for Admission Exhibit 7 indicates that such form contained the alleged language. However, Defendant Linn County has no independent knowledge of such communication between Plaintiff and Defendant Oregon State Highway Division.

REQUEST NO. 16: On December 19, 1977, said request for an extension of time by North Santiam was excepted by H. S. Colter, State Highway Engineer (Exhibit 8). Exhibit 8 is a copy of said exceptance by H. S. Colter.

In answer to Request No. 16, Defendant Linn County has no independent knowledge of such communication between Plaintiff and Defendant Oregon State Highway Division.

REQUEST NO. 17: Work has shut down by order of the State on approximately October 17, 1977 (Exhibit 9) and North

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(503) 484-1973

Santiam was allowed to resume work on approximately June 11, 1978 (Exhibit 10). Exhibits 9 and 10 are copies of letters by K. D. Wolfe suspending and rescinding suspension of work.

In answer to Request No. 17, Defendant Linn County has no independent knowledge of such communication between Plaintiff and Defendant Oregon State Highway Division.

REQUEST NO. 18: Approximately 136 days of contract time were expended in performance of said contract by North Santiam. This does not include time suspended during the winter and spring of 1978 and 1979. This time can be calculated by reference to Exhibits 11 and 12 K. D. Wolfe's letter of September 26, 1978, and H. E. Colter's letter dated February 27, 1979. Exhibits 11 and 12 are copies of said letters.

In answer to Request No. 18, Defendant Linn County notes that the Construction-Finance Agreement (FAS Project) entered into between Defendant Linn County and Defendant State of Oregon provides that the State of Oregon had a duty to "supervise construction of the project." Therefore, the granting of any suspension, adjustments of contract time or the assessment of liquidated damages were uniquely within the purview of Defendant State of Oregon, and about which Defendant Linn County had no independent knowledge.

REQUEST NO. 19: On October 12, 1978, K. D. Wolfe, resident engineer for Oregon State Highway Division, wrote North Santiam and stated in that letter:

"The delay in moving utilities caused the job to

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> be constructed almost a full season later than scheduled. I know this was a hard pill to swallow and hope that the detour that was implimented (to eliminate the time consuming stage construction sequences helped to ease some of the subsequent prcblems.)"
>
> "I would also like tc thank you personally on behalf of our survey and inspection people for the cooperative attitude you have maintained through out the duration of the project, even in the face of some trying experiences."

Exhibit 13 is a copy of said letter.

In answer to Request No. 19, Defendant Linn County has no independent knowledge of such communication between Plaintiff and Defendant Oregon State Highway Division.

REQUEST NO. 20: No compensation has ever been paid to North Santiam Paving by any party for the delay incurred due to the utilities not having been removed prior to or during the original contract time in 1977.

In answer to Request No. 20, Defendant Linn County admits that Linn County has not paid any amount for any delay allegedly incurred by Plaintiff as alleged. Defendant Linn County's review of the Contract indicates that the parties thereto, Plaintiff and the State of Oregon Highway Division, anticipated such delays and provided therefore in Sections 105 and 108 of the Contract's Standard Specifications. Such specifications provide that compensation for delays was expressly waived by Plaintiff, and that the Plaintiff's sole remedy for delay was additional contract time.

REQUEST NO. 21: But for the failure to timely remove

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the power poles and the power line utilities, North Santiam would have completed the work in August, September and October of 1977.

In answer to Request No. 21, Defendant Linn County denies the same. Defendant Linn County has no reason to know or believe that the Contract would have been completed in August, September and October, 1977. As noted before, Defendant Linn County's review of the Contract between Plaintiff and the State of Oregon Highway Division indicates that the parties thereto anticipated and included provisions for delays and extentions of completion time.

Respectfully submitted,

BROMLEY & FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant
Linn County

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

STATE OF OREGON)
) ss.
County of Lane)

I, _____ swear or affirm I am the _____ and I believe the foregoing _____ to be true.

_____
Subscribed on oath or affirmation before me this _____ day of _____, 19___.

(SEAL)

_____
Notary Public for State of Oregon
My Commission Expires: _____

I certify that the foregoing Defendant County's Answers to Plaintiff's Request for Admissions is a true, exact and full copy of the original.

Dated: September 23, 1980.

_____
Attorney for Defendant Linn County

I certify that on _____, 19___, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____ by leaving the copy with his clerk in his absence at his office at _____, Oregon.

_____
Attorney for _____

I certify that on _____, 19___, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____.

_____
Attorney for _____

I certify that I served the foregoing Defendant County's Answers to Plaintiff's Request for Admission on Plaintiff/Co-Defendant by depositing a true, full and exact copy thereof in the United States Post Office at Eugene, Oregon on September 23, 1980, enclosed in a sealed envelope, with postage paid, addressed to:

Joseph A. Yazbeck, Jr.
Attorney at Law
1600 S.W. Cedar Hills Blvd, Suite 102
Portland, OR 97225

Leslie B. Hampton
Assistant Attorney General
101 State Office Building
Salem, OR 97310
Of Attorneys for State of Oregon

Attorney(s) of record for the Plaintiff

/s/ Robert A. Ford
Attorney for Defendant Linn County

BROMLEY & FORD
Attorneys at Law
1010 High Street
Eugene, Oregon 97401
(503) 484-1273

8578 9-15-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

Case No. 801128

NORTH SANTIAM PAVING COMPANY, an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON acting through its DEPARTMENT OF TRANSPORATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT,

Defendants.

DEFENDANT STATE'S ANSWERS TO PLAINTIFF'S REQUESTS FOR ADMISSIONS

Defendant State of Oregon presents its answers to the plaintiff's requests for admission as follows:

REQUEST NO. 1: Plaintiff was an Oregon corporation at all times material to this dispute.

In answer to Request No. 1, admits the same.

REQUEST NO. 2: At all times material to this dispute defendant Linn County acted by and through its County Road Department, in a manner within the scope of the authority of the County Road Department.

In answer to Request No. 2, defendant State of Oregon assumed that actions by the Linn County Road Department through its agents and employes were within the scope of the authority of the County Road Department, but cannot affirm that this is

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necessarily true.

REQUEST NO. 3: After submitting the low responsible responsive bid North Santiam Paving Company, hereinafter North Santiam, was awarded highway contract no. 8578 by the Oregon State Highway Division of the Department of Transportation. Said contract was for grading and paving of the Fox Valley-Mill City section. Award of said contract was made on August 1, 1977. Contract provided, as shown on Exhibit 1, the cover sheet of the contract, that all work was to be accomplished in 90 days.

In answer to Request No. 3, admits that plaintiff submitted the low responsible responsive bid and was awarded contract no. 8578 as alleged; admits that the work under the contract included the grading and paving of the Fox Valley-Mill City section, and specifically alleges that the work to be done under the contract consisted of:

1. Construction of 1.11 miles of road bed grading, aggragate base and asphalt concrete pavement.
2. Performance of such additional and incidental work as is called for by the specifications and plans.

In further answer to Request No. 3, admits that said contract was awarded on August 1, 1977, but denies that the contract provided that all work was to be accomplished in 90 days. The performance time was specified as 90 calendar work days. Calendar work days are defined in Section 108.08 of the contract standard specifications. The performance time is also subject to time

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extensions as provided in the contract standard specifications. As a consequence, none of the parties to this contract could predict the "total" time that the work would require.

REQUEST NO. 4: North Santiam was to commence work on August 15, 1977 (Exhibit 1).

In answer to Request No. 4, denies that plaintiff was required by the contract to commence work on August 15, 1977. The contract provided that the calendar date count would begin on August 15, 1977; however, the manner and methods of performance including the date of commencement of the work was within the discretion of the plaintiff contractor.

REQUEST NO. 5: Contract contemplated performance in August, September and October of 1977.

In answer to Request No. 5, denies the same. As stated in response to Request No. 3, the specified 90 calendar work days was subject to adjustments of the work and extensioons of performance time anticipated and provided for in Sections 105 and 108 of the standard specifications. The final completion date could not be forecast by the defendant.

REQUEST NO. 6: As shown on sheet number 2D of the contract drawings, "removal of all structures and obstructions" was necessary before remainder of the work could be accomplished. (Exhibit 2).

In answer to Request No. 6, denies that the contract required "removal of all structures and obstructions" before the remainder

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of the work could be accomplished. The "removal of structures and obstructions" was a work item required to be performed by the contractor but the timing and the sequence of operations and of particular items of work was at the discretion of the contractor.

REQUEST NO. 7: Structures and obstructions referred to on sheet number 2D included power line utilities along the highway.

In answer to Request No. 7, denies the same. The contract bid item "removal of structures and obstructions" specifically does not include power line utilities. The relocation of utilities is provided for in Sections 105 of the contract standard specifications and Sections 105 of the contract special provisions which specifically advise the contractor of actions necessary in respect to the adjustment of utilities.

REQUEST NO. 8: Removal of the utilities had to be accomplished before excavation and embankment work could commence. (Exhibit 2).

In answer to Request No. 8, denies that all utilities had to be relocated before commencement of excavation and embankment work but admits that some portions of the utilities had to be relocated before some portions of the excavation and embankment work could commence, and specifically alleges that the sequencing of the work was the responsibility of the contractor.

REQUEST NO. 9: Contract between North Santiam Paving and Oregon State Highway Division, states in Section 105--Control of Work:

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"Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the County. The contractor shall contact the County for information regarding these arrangements."

In answer to Request No. 9, admits that the quoted provision included in Section 105 as alleged but points out that the quoted material is only a portion of said contract Section 105.

REQUEST NO. 10: Prior to the State letting its contract to North Santiam, the State of Oregon and Linn County, on April 30, 1976, entered into an agreement entitled (Construction-Finance Agreement, FAS Project). (Exhibit 3). This agreement was, among other things, a cost sharing agreement between the County and the State for work to be performed pursuant to said contract between North Santiam and the State.

In answer to Request No. 10, admits the same.

REQUEST NO. 11: Said cost sharing contract between the County and the State contained the following language:

THING TO BE DONE BY THE COUNTY

1. "County shall obtain the necessary right of way and material resources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project."

In answer to Request No. 11, admits the same.

REQUEST NO. 12: The utilities were not removed during 1977.

In answer to Request No. 12, denies the same. The utilities were not "removed." They were to be relocated or adjusted. All significant utility relocations and adjustments were completed on

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or before October 14, 1977.

REQUEST NO. 13: On September 20, 1977 and on September 28, 1977 North Santiam wrote the Oregon State Highway Division concerning, among other things, problems arising out of the failure of the utility poles to be removed. Exhibits 4 and 5 are copies of these letters.

In answer to Request No. 13, admits the same. However, defendant points out that on September 21, 1977, the state's resident engineer requested the contractor to prosecute the work that was available.

REQUEST NO. 14: On October 3, 1977, the Oregon State Highway Divisions resident engineer, K. D. Wolf, wrote North Santiam concerning delays to construction and stated, in that letter "delay in removal of utility polies in certain critical areas of the project has been a major factor in delaying the start of the stage construction sequences." Exhibit 6 is a copy of this letter. On October 31, 1977 North Santiam submitted contractors request for increase of number of work days to complete construction (Exhibit 7). Exhibit 7 is a copy of said form.

In answer to Request No. 14, denies that the contractor's request for an increase of the number of work days to complete the construction contract was submitted on October 31, 1977. The request was consented by the contractor surety on November 10, 1977 (see Exhibit 7), and was received by the state on November 15, 1977, but defendant admits the remainder of Request No. 14.

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REQUEST NO. 15: Said form contains the following request for time extension:

8-24-77: One half day-contractor held up due to utilities not finished with their portion of work.

8-25-77 to 9-12-77: 19 days-power poles not moved.

9-16-77: one half day-power poles not removed.

9-17-77 to 9-27-77: 10 days-power poles not moved, ground saturated with water, grades to wet.

In answer to Request No. 15, admits the same.

REQUEST NO. 16: On December 19, 1977 said request for an extension of time by North Santiam was excepted by H. S. Colter, State Highway Engineer (Exhibit 8). Exhibit 8 is a copy of said exceptance by H. S. Colter.

In answer to Request No. 16, admits the substance of same but points out that the extension of contract time was "granted" not "excepted" by the state highway engineer. "H. S. Coulter" is the proper spelling of the Highway Engineer's name.

REQUEST NO. 17: Work was shut down by order of the State on approximately October 17, 1977 (Exhibit 9) and North Santiam was allowed to resume work on approximately June 11, 1978 (Exhibit 10). Exhibits 9 and 10 are copies of letters by K. D. Wolf suspending and rescinding suspension of work.

In answer to Request No. 17, admits the substance thereof, but specifically points out that the work suspension was effective as of the end of the work shift on September 27, 1977, and that the work suspension was terminated on June 11, 1978.

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REQUEST NO. 18: Approximately 136 days of contract time were expended in performance of said contract by North Santiam. This does not include time suspended during the winter and spring of 1978 and 1979. This time can be calculated by reference to Exhibits 11 and 12 K. D. Wolf's letter of September 26, 1978 and H. S. Colter's letter dated February 27, 1979. Exhibits 11 and 12 are copies of said letters.

In answer to Request No. 18, denies that the work was suspended during the winter of 1978 and the spring of 1979. The project was completed and accepted on September 25, 1978. Work on the project was suspended from September 28, 1977 to June 11, 1978, and from September 10, 1978, to September 25, 1978. The contactor used 136 calendar work days to complete this project. The state granted adjustments in contract time in accord with Section 108.09 of the standard specifications in the amount of 46 calendar work days. No liquidated damages were charged or assessed under this contract.

REQUEST NO. 19: On October 12, 1978, K. D. Wolf, resident engineer for Oregon State Highway Division, wrote North Santiam and stated in that letter:

> "the delay in moving utilities caused the job to be constructed almost a full season later than scheduled. I know this was a hard pill to swallow and hope that the detour that was implimented (to eliminate the time consuming state construction sequences helped to ease some of the subsequent problems.

/ / /

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"I would also like to thank you personally on behalf of our survey and inspection people for the cooperative attitude you have maintained through out the duration of the project, even in the face of some trying experiences."

Exhibit 13 is a copy of said letter.

In answer to Request No. 19, admits the same.

REQUEST NO. 20: No compensation has ever been paid to North Santiam Paving by any party for the delay incurred due to the utilties not having been removed prior to or during the original contract time in 1977.

In answer to Request No. 20, admits the same but points out that delays are anticipated and provided for under Sections 105 and 108 of the contract standard specifications. Those specifications compensation for delays was expressly waived by the contractor. The contract agreement provides that the sole remedy for delay is additional contract time. The state accordingly granted extensions of contract time.

REQUEST NO. 21: But for the failure to timely remove the power poles and the power line facilities, North Santiam would have completed the work in August, September and October of 1977.

In answer to Request No. 21, denies the same. Defendant State has no reason to know or believe that the contract would have been completed in August, September and October, 1977. As noted above, the contract anticipated and included provisions for

/ / /

/ / /

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delays and extensions of completion time. Plaintiffs "but for completion time" assumption is speculative.

Respectfully submitted,

JAMES M. BROWN
Attorney General

/s/ Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney General
Of Attorneys for Defendant State
100 State Office Building
Salem, OR 97310
OSB # 53037

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CERTIFICATE OF SERVICE

I hereby certify that on the 15th day of September, 1980, I served a true copy of the within Answer to Amended Complaint upon plaintiff by serving Joseph A. Yazbeck, Jr., by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck, Jr.
Attorney at Law
1600 S.W. Cedar Hills Blvd.
Suite 102
Portland, OR 97225

/s/ Leslie B. Hampton
Leslie B. Hampton
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

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Phone 378-4400

8578

CIRCUIT COURT OF THE STATE OF OREGON

COUNTY OF LINN

No. 80-1128

NORTH SANTIAM PAVING CO., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, Acting through its Department of Transportation and LINN COUNTY acting through the County Road Department,

Defendants.

LINN COUNTY acting through the County Roads Department,

Third Party Plaintiff,

vs.

PACIFIC POWER & LIGHT COMPANY, a Maine Corporation,

Third Party Defendant.

SUMMONS

To: Pacific Power & Light Co., c/o Reg. Agent C. T. Corporation Systems, 800 Pacific Building, Portland, OR 97204

IN THE NAME OF THE STATE OF OREGON, You are hereby required to appear and answer the complaint filed against you in the above entitled cause within 30 days from date of the service of this summons upon you. If you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT:

READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." This "motion" or "answer" must be given to the court clerk within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have questions, you should see an attorney immediately.

LESLIE B. HAMPTON
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

8578

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING CO., an Oregon corporation, Plaintiff, vs. STATE OF OREGON acting through its Department of Transportation and LINN COUNTY acting through the County Road Department, Defendants.	Case No. 80-1128 ANSWER AND THIRD PARTY COMPLAINT
LINN COUNTY acting through the County Roads Department, Third Party Plaintiff, vs. PACIFIC POWER & LIGHT COMPANY, a Maine corporation, Third Party Defendant.	

BY WAY OF ANSWER to the First Claim of Relief contained in Plaintiff's Amended Complaint on file herein, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Defendants Linn County and Linn County Roads Department hereby admit Paragraph I, II and III of Plaintiff's First Claim of Pelief.

II.

Unless otherwise admitted herein, Defendants Linn County and Linn County Roads Department deny each and every

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allegation contained in Plaintiff's First Claim of Relief, and the whole thereof.

* * * * * *

BY WAY OF ANSWER to the Second Claim of Relief contained in Plaintiff's Amended Complaint on file herein, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Defendants Linn County and Linn County Roads Department hereby admit Paragraph XIV and XVI of Plaintiff's Second Claim of Relief.

II.

Defendants Linn County and Linn County Roads Department hereby admit that portion of Paragraph XV of Plaintiff's Second Claim of Relief contained inclusively within the quotation marks of such paragraph, as alleged, and those portions of Paragraph XVIII admitted to by way of Answer to Plaintiff's First Claim of Relief aforementioned.

III.

Unless otherwise admitted herein, Defendants Linn County and Linn County Roads Department deny each and every allegation contained in Plaintiff's Second Claim of Relief, and the whole thereof.

* * * * * *

BY WAY OF THEIR FIRST AFFIRMATIVE DEFENSE, Defendants Linn County and Linn County Roads Department hereby respectfully

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allege as follows:

I.

On or about August 1, 1977, Plaintiff North Santiam Paving Co. and Defendants State of Oregon and State of Oregon Department of Transportation entered into a "Contract and Bond for Highway Construction" for grading and paving on the Lyons-Mill City Road, Fox Valley-Mill City section, contract No. 8578. Such "Contract and Bond for Highway Construction" referred to and incorporated by such reference the "Standard Specifications for Highway Construction" State of Oregon Highway Division, 1974, and the "Special Provisions and Supplemental Standard Specifications for Highway Construction," Oregon State Highway Division, for the Lyons-Mill City Road, Fox Valley-Mill City section.

II.

Section 105.06 of the "Standard Specification for Highway Construction" referred to and incorporated therein by such reference in the aforementioned "Contract and Bond for Highway Construction," provides:

> "It is understood and agreed that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and that no additional compensation will be allowed for any delays, inconvenience or damage sustained by him due to any interference from the said utility appurtenances or the operation of moving them."

* * * * * *

BY WAY OF THEIR SECCND AFFIRMATIVE DEFENSE, Defendants

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Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Reallege Paragraph I of Defendants First Affirmative Defense and incorporate such herein by such reference.

II.

Section 108.13 of the "Standard Specifications for Highway Construction," provides:

> ". . .any delay resulting from the failure of the Division to promptly make available any such rights of way, material sources, access or rights of occupancy shall not constitute grounds for any claim or recovery of any damages, loss or expense incurred by reason of such delay, and that the consideration of an adjustment in contract time shall constitute the contractors sole remedy therefor."

* * * * * *

BY WAY OF THEIR THIRD AFFIRMATIVE DEFENSE, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Reallege Paragraph I of Defendants First Affirmative Defense and incorporate such herein by such reference.

II.

Section 108.07(c) of "Standard Specifications for Highway Construction," provides:

> "Waiver of Claims-the contractors voluntary or involuntary suspension or slow down, with or without the approval of the engineer, and suspension of work ordered by the engineer will not furnish grounds for claims by the

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> contractor for damages, idle equipment or labor, or extra compensation. No allowance or compensation will be made on account of such suspensions of work except as provided above and as provided in subsections 108.08 and 108.09.
>
> The contractor will be responsible for damage to the work, as provided in Subsection 107.25, that may occur during suspensions of work the same as though the damage had occurred while the work was in progress."

* * * * * *

BY WAY OF THEIR FOURTH AFFIRMATIVE DEFENSE, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Reallege Paragraph I of Defendants First Affirmative Defense and incorporate such herein by such reference.

II.

Section 105.06 of "Standard Specifications for Highway Construction," provides:

> "Cooperation with Utilities-The division will negotiate with utility companies, pipeline owners or other parties effected, and endeavor to have necessary adjustments of the public or private utility fixtures, pipelines or other appurtenances within or adjacent to the limits of the construction, made as soon as practicable." (Emphasis Added)

III.

Any duty Linn County or Linn County Roads Department had or may have had, pursuant to the aforementioned "Contract and Bond for Highway Construction" were defined and/or limited by the aforementioned Section 105.06 "Standard Specifications

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for Highway Construction." Defendants Linn County and Linn County Roads Department, or their agents, acted reasonably and in good faith in their efforts to "negotiate" and "endeavor" to secure any necessary utility movement "as soon as practicable, consistent with the aforementioned Contract.

* * * * * *

BY WAY OF THEIR FIFTH AFFIRMATIVE DEFENSE, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Reallege Paragraph I of Defendants First Affirmative Defense and incorporate such herein by such reference.

II.

Section 108.09, "Standard Specifications for Highway Construction," provides:

> "It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor, be entitled to collect or recover any damages, loss or expense incurred by reason of such delay."

* * * * * *

BY WAY OF THEIR SIXTH AFFIRMATIVE DEFENSE, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

Any loss or damage alleged by Plaintiff North Santiam Paving Co. was the result of inclement weather over which Defendants Linn County and Linn County Roads Department had no control.

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* * * * * *

BY WAY OF THEIR SEVENTH AFFIRMATIVE DEFENSE, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

On or about April 30, 1976, Defendant Linn County and Defendant State of Oregon entered into an agreement entitled "Construction - Finance Agreement, FAS Project." Plaintiff North Santiam Paving Co. was neither a signatory to such agreement nor a third party beneficiary thereof.

* * * * * *

BY WAY OF THEIR FIRST CROSS-CLAIM AS AGAINST DEFENDANTS STATE OF OREGON AND STATE OF OREGON DEPARTMENT OF TRANSPORTATION, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

On or about April 30, 1976, Defendant State of Oregon and Defendant Linn County entered into an agreement entitled "Construction - Finance Agreement, FAS Project," which provided that the "State shall . . . supervise construction of the project."

II.

Any damage or loss as alleged by Plaintiff North Santiam Paving Co. in its Amended Complaint herein was the result of Defendant State of Oregon and State of Oregon Department of Transportation's failure to properly "supervise the construction of the project" as required by the aforementioned

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agreement.

* * * * * *

BY WAY OF THEIR SECOND CROSS-CLAIM AGAINST DEFENDANTS STATE OF OREGON AND THE STATE OF OREGON DEPARTMENT OF TRANSPORTATION, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

On or about April 30, 1976, Defendant State of Oregon and Defendant Linn County entered into an agreement entitled "Construction - Finance Agreement, FAS Project," which provided that "should it become necessary to delay or terminate the project as a result of actions initiated by a third party, all costs shall be shared equally by State and County."

II.

Any loss or damage as alleged by Plaintiff North Santiam Paving Co. not the direct and proximate result of Defendant State of Oregon and State of Oregon Department of Transportation's failure to "supervise construction of the project as aforementioned, was the direct and proximate cause of third parties other than Defendant Linn County or Linn County Roads Department.

III.

In the event that any Judgment against Defendant Linn County or Linn County Roads Department is rendered in favor of Plaintiff North Santiam Paving Co., then, and in

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that event, Defendant Linn County and Linn County Roads Department should be indemnified by Defendants State of Oregon and State of Oregon Department of Transportation for one-half of such loss pursuant to the aforementioned provision.

* * * * *

BY WAY OF THEIR THIRD CROSS-CLAIM AGAINST DEFENDANTS STATE OF OREGON AND THE STATE OF OREGON TRANSPORTATION, Defendants Linn County and Linn County Roads Department hereby respectfully allege as follows:

I.

After the April 30, 1976, execution of the "Construction - Finance Agreement, FAS Project" between Defendant State of Oregon and Defendant Linn County, Defendant Linn County and Linn County Roads Department appointed Defendant State of Oregon and State of Oregon Department of Transportation and their employees and agents as the agents of Defendants Linn County and Linn County Roads Department, to perform any and all duties required of Defendants Linn County and Linn County Roads Department during the construction phase of the aforementioned highway construction.

II.

In such capacity, Defendant State of Oregon and State of Oregon Department of Transportation and its employees and agents, accepted such appointment and entered into negotiations with Pacific Power & Light Company for the removal and relocation of that company's utilities and endeavored to have such

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(503) 484-1973

company perform such task as soon as practicable after the commencement of such highway construction. Any loss or damage sustained by Plaintiff North Santiam Paving Company as alleged in its Amended Complaint on file herein, was a result of the failure of the Defendant State of Oregon, State of Oregon Department of Transportation, its employees or agents, to fully and properly perform their duties as agents of Defendants Linn County and Linn County Roads Department. As such, in the event that judgment is rendered against Defendant Linn County or Linn County Roads Department in favor of Plaintiff North Santiam Paving Company, then, in that event, Defendants Linn County and Linn County Roads Department should be indemnified in full by Defendants State of Oregon and State of Oregon Department of Transportation for such failure to properly perform their duties as agents of Linn County and Linn County Roads Department.

* * * * * *

BY WAY OF THEIR THIRD PARTY COMPLAINT AGAINST THIRD PARTY DEFENDANT PACIFIC POWER & LIGHT COMPANY, Third Party Plaintiff Linn County and Linn County Road Department hereby respectfully allege their First Claim for Relief as follows:

I.

At all times material herein, Third Party Defendant Pacific Power & Light Company was a corporation organized under the laws of the State of Maine, authorized and registered as a foreign corporation, doing business in the State of Oregon.

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1273

II.

At all times material herein, Third Party Plaintiff Linn County was a public body within the State of Oregon, acting by and through Third Party Plaintiff Linn County Roads Department, a subdivision of such public body.

III.

Prior to August, 1977, Third Party Defendant Pacific Power & Light Company installed, constructed, operated and maintained a 20.8 kilovolt power pole line along the Lyons-Mill City County Road, Linn County, Oregon.

IV.

On or about August 12, 1977, Third Party Defendant Pacific Power & Light Company, by and through its agents Bob Newston and William Hahn, entered into an oral agreement with Third Party Plaintiff Linn County and Linn County Roads Department, and Defendants State of Oregon and State of Oregon Department of Transportation, to remove and relocate the aforementioned power pole line along Lyons-Mill City County Road, in such a manner as to allow that Highway Construction anticipated by "Construction-Finance Agreement, FAS Project" and "Contract and Bond for Highway Construction." Third Party Defendant Pacific Power & Light Company agreed to provide sufficient labor and material so as to complete the necessary removal and relocation within two weeks of the commencement of such removal by Third Party Defendant Pacific Power & Light Company.

//////

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

V.

Third Party Defendant Pacific Power & Light Company commenced the removal and relocation of the aforementioned power pole line along Lyons-Mill City County Road pursuant to the aforementioned agreement, on August 29, 1977.

VI.

The aforementioned removal and relocation of the power pole line was not completed within the period agreed upon, to the damage of Third Party Plaintiffs Linn County and Linn County Roads Department as hereinafter set forth.

VII.

As a result of Third Party Defendant Pacific Power & Light Company's failure to perform as aforementioned, Plaintiff North Santiam Paving Company has a brought an action for damages against Third Party Plaintiffs Linn County and Linn County Roads Department, seeking "not less than $19,630.00," allegedly representing losses sustained by Plaintiff North Santiam Paving Co. for delays in fulfilling their "Contract and Bond for Highway Construction" with Defendants State of Oregon and State of Oregon Department of Transportation. A copy of the Amended Complaint filed by Plaintiff North Santiam Paving Co. is attached hereto and incorporated herein by this reference as Exhibit "1."

VIII.

In the event Plaintiff North Santiam Paving Company recovers any amount in Judgment against Third Party Plaintiffs

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

Linn County and Linn County Roads Department as a result of its Amended Complaint herein, or in the event that Defendant State of Oregon or Defendants State of Oregon Department of Transportation recovers any amount in judgment against Third Party Plaintiffs Linn County or Linn County Roads Department as the result of any Cross-Claim lodged herein, then, and in that event, Third Party Plaintiffs Linn County and Linn County Roads Department should be entitled to Judgment over and against Third Party Defendant Pacific Power & Light Company in a like amount.

* * * * * * *

BY WAY OF THEIR THIRD PARTY COMPLAINT AGAINST THIRD PARTY DEFENDANT PACIFIC POWER & LIGHT COMPANY, Third Party Plaintiff Linn County and Linn County Roads Department, hereby respectfully allege their Second Claim for Relief as follows:

I.

Reallege Paragraphs I, II and III of the First Claim for Relief of Third Party Plaintiff's Third Party Complaint and incorporates such herein by such reference.

II.

When Third Party Defendant Pacific Power & Light Company originally installed and constructed the aforementioned 20.8 kilovolt power pole line along the Lyons-Mill City County Road, Linn County, Oregon, it failed to obtain the necessary authorization and permission of Linn County, Oregon, contrary to statute.

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1975

III.

As a direct and proximate result of the public nuisance thereby created by such failure to obtain appropriate permission and authority, Third Party Plaintiffs Linn County and Linn County Roads Department were damaged as hereinafter set forth.

IV.

As a result of the aforementioned public nuisance, Plaintiff North Santiam Paving Company has brought an action for damages against Third Party Plaintiffs Linn County and Linn County Roads Department, seeking "not less than $19,630," allegedly resulting from delays in Plaintiff's performance under "Contract and Bond for Highway Construction" executed between Plaintiff North Santiam Paving Co. and Defendant State of Oregon and State of Oregon Department of Transportation. A copy of the Amended Complaint filed by Plaintiff North Santiam Paving Co. is attached hereto and incorporated herein by this reference as Exhibit "1."

V.

In the event Plaintiff North Santiam Paving Co. recovers any amount in Judgment against Third Party Plaintiffs Linn County and Linn County Roads Department as result of its Amended Complaint herein, or in the event that Defendant State of Oregon or Defendant State of Oregon Department of Transportation recovers any amount in Judgment against Third Party Plaintiffs Linn County or Linn County Roads Department as the result of any Cross-Claim lodged herein, then, and in that

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ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

event, Third Party Plaintiffs Linn County and Linn County Roads Department should be entitled to Judgment over and against Third Party Defendant Pacific Power & Light Company in a like amount.

* * * * * *

WHEREFOPE, Defendants-Third Party Plaintiffs Linn County and Linn County Roads Department respectfully pray for Judgment as follows:

1. Dismissing Plaintiff's Amended Complaing against Defendants Linn County and Linn County Roads Department, and awarding such Defendants costs and disbursements thereon;

2. In the event that any Judgment is rendered against Defendants Linn County or Linn County Roads Department by Plaintiff, such Defendants should be awarded Judgment on their Cross-Claim over and against Defendants State of Oregon and State of Oregon Department of Transportation in a like amount, plus costs and disbursements incurred herein;

3. In the event that any Judgment is rendered against Defendants-Third Party Plaintiffs Linn County and Linn County Roads Department, by Plaintiff or by Defendants State of Oregon or State of Oregon Department of Transportation's Cross-Claim, such Defendants-Third Party Plaintiffs should be awarded Judgment over and against Third Party Defendant Pacific Power & Light Company in a like amount, plus costs and disbursements

//////////

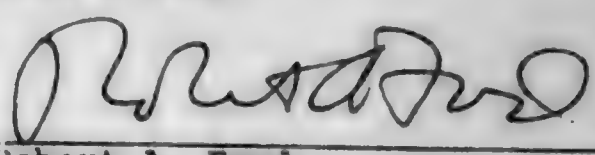
//////////

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

incurred herein.

Respectfully submitted,

BROMLEY & FORD

By 
Robert A. Ford
Of Attorneys for Defendants-Third Party Plaintiffs Linn County and Linn County Roads Department

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1273

8578

9/2/80
pl

BROMLEY & FORD

ATTORNEYS AT LAW

August 29, 1980

Mr. Joe Yazbeck, Jr.
Attorney at Law
1600 S.W. Cedar Hills, #102
Portland, OR 97225

Re: North Santiam Paving Co. v. State of Oregon, et al
Linn County Circuit Court Case No. 80-1128

Dear Joe:

This letter is to confirm our telephone conversation this date wherein you graciously agreed to extend the period in which to appear on behalf of my client, Linn County, until Friday, September 5, 1980.

Thank you.

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF:mcs
cc: Les Hampton

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

1010 HIGH STREET
EUGENE, OREGON 97401
(503) 484-1273

8578

August 26, 1980

Mr. O. B. Jacknond
Contract Administration Engineer
504 Executive House
325 13th Street
Salem, Oregon 97310

Re: North Santiam Paving Co. v. State of Oregon
Linn County No. 80-1128

Dear Briant:

The above mentioned case arose under contract 8578 for the grading and paving of the Fox Valley Mill City section. The complaint alleges $19,630.00 damages for delay due to the alleged failure of the state and Linn County to require PP & L utility lines to be timely moved. Plaintiffs attorney, Joe Yazbeck, has served on the state some 19 Requests for Admissions of law and fact. I enclose copies . I will need responses from the field, the region office, and your office in order to answer the Requests. The Requests for Admissions were filed on August 19, 1980. We have 30 days within which to respond.

I would like the information at a much earlier date in that we are at least technically required to answer to the complaint by August 29, 1980. I suspect that we will receive a notice threatening default from Mr. Yazbeck shortly after that date. Please forward your comments on the Request for Admission at the earliest possible date.

Sincerely,

Leslie B. Hampton
Assistant Attorney General

dp
cc: T.W. Litchfield, Region Construction Engineer
Resident Engineer

.8578 8-17-80 work copy

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff, vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT,	No. 801128 REQUEST FOR ADMISSION

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION IN THE TIME ALLOWED BY OR CP 45B WILL RESULT IN ADMISSION OF THE FOLLOWING REQUEST.

1. Plaintiff was an Oregon corporation at all times material to this dispute. ok

2. At all times material to this dispute defendant Linn County acted by and through its County Road Department, in a manner within the scope of the authority of the County Road Department. ok

3. After submitting the low responsible responsive bid North Santiam Paving Company, hereinafter North Santiam, was awarded highway contract no. 8578 by the Oregon State Highway Division of the Department of Transportation. Said contract was for grading and paving of the Fox Valley-Mill City section. Award of said contract was made on August 1, 1977. Contract provided, as shown on Exhibit 1, the cover sheet of the contract, that all work was to be accomplished in 90 days. all ok

4. North Santiam was to commence work on August 15, 1977 Denies start Date - Can begin, not required

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

(Exhibit 1).

5. Contract contemplated performance in August, September and October of 1977.

6. As shown on sheet number 2D of the contract drawings, "removal of all structures and obstructions" was necessary before remainder of the work could be accomplished. (Exhibit 2)

7. Structures and obstructions referred to on sheet number 2d included power line utilities along the highway.

8. Removal of the utilities had to be accomplished before excavation and embankment work could commence. (Exhibit 2)

9. Contract between North Santiam Paving and Oregon State Highway Division, states in Section 105--Control of Work:

> "Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the County. The contractor shall contact the County for information regarding these arrangements."

10. Prior to the State letting its contract to North Santiam, the State of Oregon and Linn County, on April 30, 1976, entered into an agreement entitled (Construction-Finance Agreement, FAS Project). (Exhibit 3). This agreement was, among other things, a cost sharing agreement between the County and the State for work to be preformed pursuant to said contract between North Santiam and the State.

11. Said cost sharing contract between the County and the State contained the following language:

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Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

THING TO BE DONE BY THE COUNTY

1. "County shall obtain the necessary right of way and material sources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project."

yes

12. The utilities were not removed during 1977.— Partially removed "

13. On September 20, 1977 and on September 28, 1977 North Santiam wrote the Oregon State Highway Division concerning, among other things, problems arising out of the failure of the utility poles to be removed. Exhibits 4 and 5 are copies of these letters.

rec'd letters

14. On October 3, 1977, the Oregon State Highway Divisions resident engineer, K. D. Wolf, wrote North Santiam concerning delays to construction and stated, in that letter "delay in removal of utility poles in certain critical areas of the project has been a major factor in delaying the start of the stage construction sequences." Exhibit 6 is a copy of this letter. On October 31, 1977 North Santiam submitted contractors request for increase of number of work days to complete construction (Exhibit 7). Exhibit 7 is a copy of said form.

Part (1)

letter sent Ex 6 a copy

rec'd request Ex 7 a copy

15. Said form contains the following request for time extention:

8-24-77: One half day-contractor held up due to utilities not finished with their portion of work.

8-25-77 to 9-12-77: 19 days-power poles not moved.

9-16-77: one half day-power poles not removed.

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Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

9-17-77
to
9-27-77: 10 days-power poles not moved, ground saturated with water, grades to wet. yes

16. On December 19, 1977 said request for an extention of time by North Santiam was excepted by H. S. Colter, State Highway Engineer (Exhibit 8). Exhibit 8 is a copy of said exceptance by H. S. Colter. Coulter allowed 30 Days - letter sent

17. Work was shut down by order of the State on approximately October 17, 1977 (Exhibit 9) and North Santiam was allowed to resume work on approximately June 11, 1978 (Exhibit 10). Exhibits 9 and 10 are copies of letters by K. D. Wolf suspending and rescinding suspension of work.

18. Approximately 136 days of contract time were expended in performance of said contract by North Santiam. This does not include time suspended during the winter and spring of 1978 and 1979. This time can be calculated by reference to Exhibits 11 and 12 K. D. Wolf's letter of September 26, 1978 and H. S. Colter's letter dated February 27, 1979. Exhibits 11 and 12 are copies of said letters.

19. On October 12, 1978, K. D. Wolf, resident engineer for Oregon State Highway Division, wrote North Santiam and stated in that letter:

> "the delay in moving utilities caused the job to be constructed almost a full season later than scheduled. I know this was a hard pill to swallow and hope that the detour that was implimented (to eliminate the time consuming stage construction sequences helped to ease some of the subsequent problems.

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Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

"I would also like to thank you personally on behalf of our survey and inspection people for the cooporative attitude you have maintained through out the duration of the project, even in the face of some trying experiences."

Exhibit 13 is a copy of said letter.

20. No compensation has ever been paid to North Santiam Paving by any party for the delay incurred due to the utilities not having been removed prior to or during the original contract time in 1977.

21. But for the failure to timely remove the power poles and the power line utilities, North Santiam would have completed the work in August, September and October of 1977.

Respectfully submitted,

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys for Plaintiff

By /s/ Joseph A. Yazbeck Jr.
JOSEPH A. YAZBECK, JR.
For the Firm

If Timely commenced Sufficient mend EQ w.p Dif. Gen TIP prepared and have been finished w/in TO Expl

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

Return To:

NORTH SANTIAM PAVING CO.
P.O. BOX 516
STAYTON, OR 97383
PH. 769-3436

RS-A487(1)
522-1071

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

COUNTY Linn

HIGHWAY FAS A487 (Lyons-Mill City Rd.)

SECTION Fox Valley-Mill City

KIND OF WORK Grading and Paving

CONTRACT NO. 8578

CONTRACTOR North Santiam Paving Co.

DATE OF AWARD AUG 1 1977

SPECIFIED COMPLETION: 90 Calendar Workdays

START AUG 15 1977

EXHIBIT 1

S U M M A R Y

ITEM	UNIT	QUANTITY		
Mobilization	All	All		
Temporary Protection And Direction Of Traffic	All	All		
Temporary Signs	Sq. Ft.	490		
Temporary Barricades	Each	8		
Flagmen	Hour	800		
ROADWORK				
Clearing And Grubbing	All	All		
Removal Of Structures And Obstructions	All	All		
General Excavation	Cu. Yd	11,325		
Trench Excavation	Cu Yd	145		
Finishing Roadbed And Slopes	All	All		
Watering	M-Gal.	330		
Emulsified Asphalt In Watering	Gallon	1,800		
1"-0 Aggregate Base	Ton	12,100		
Class "E" Asphalt Concrete Mixture In Leveling And Base Course	Ton	2,180		
Class "E" Asphalt Concrete Mixture	Ton	1,800		
Asphalt Cement In Mixture	Ton	270		
Portland Cement Or Lime Additive In Class "E" Mixture	Ton	18		
12"-Inch Culvert Pipe	Lin Ft	250		
15"-Inch Culvert Pipe	Lin. Ft	128		
18"-Inch Culvert Pipe	Lin. Ft.	54		
Extra For Pipe Under Pavement	Lin Ft.	22		
Concrete Inlets, Type 6-1	Each	2		
8"-Inch Drain Pipe	Lin Ft	264		
Special Filter Material In Drains	Cu. Yd	40		
Guard Rail, Type 2A	Lin Ft	450	-	
Guard Rail Anchors, Type 1	Each	2	-	
Rail End Pieces, Type C	Each	2	-	
Extra For Asphalt Approaches	Each	43	-	
Adjusting Manholes	Each	1	-	
Adjusting Inlets	Each	3	-	
Roadside Seeding And Mulching	Acre	1	-	
Roadside Seeding And Mulching (Rock Mulch)	Acre	1	-	

EXHIBIT 2

MISC. CONTRACTS &
AGREEMENTS No.

CONSTRUCTION-FINANCE AGREEMENT
FAS Project

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State"; and LINN COUNTY, a political subdivision of the State of Oregon, by and through its Board of County Commissioners, hereinafter called "County".

R E C I T A L S

1. That certain public road known as Lyons-Mill City Road is a county road under the jurisdiction and control of County. Said road has been designated as Federal Aid Secondary Highway No. 124.

2. Title 23, U.S.C., entitled "Highways", provides for among other things that Federal Aid Secondary funds, hereinafter called "FAS funds", shall be made available to the various states for the selection, construction and improvement of a Federal Aid Secondary Highway System. Said funds have been made available to the County, and include State and County matching funds in addition to Federal funds.

3. By the authority granted in ORS 366, State and County may enter into agreements for construction, reconstruction, improvement, or repair of any road, highway, street, or bridge. Under said authority, State and County plan and propose to construct the DeFord Creek-Mill City Section of the Lyons-Mill City Road, approximately as shown on the sketch attached hereto, marked Exhibit A, and by this reference made a part hereof. Said section of road is to be constructed as a Federal Aid Secondary project under Title 23, U.S.C., and has been designated Oregon Project No. RS-602(2).

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE

1. State shall conduct a field survey, perform all preliminary engineering, prepare the plans and contract documents, advertise for bids, award all contracts, and supervise construction of the project.

2. State shall, in the first instance, pay all construction costs of the project and submit all claims for federal participation to the Federal Highway Administration in the usual manner. Upon completion of the project, State shall furnish County with an itemized statement of actual total cost of the project, including contract items, construction engineering and all contingency items.

THINGS TO BE DONE BY COUNTY

1. County shall obtain the necessary right-of-way and material sources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project.

2. County shall, within 30 days after bids are opened, deposit with State a sum of money equal to 11 percent of the estimated total cost of that portion of the project covered by available FAS funds, plus 100 percent of that portion of the project which exceeds available FAS funds. County reserves the right to reject the terms of this agreement if the total estimated cost of the project exceeds the engineer's estimate by ten percent or more. No contract shall be awarded until said advance deposit has been received by State.

3. County shall, upon completion of construction, thereafter maintain the project in a manner satisfactory to State and/or the Federal Highway Administration.

4. County acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete the construction of the project which may alter or change the grade of existing county roads are being accomplished by State at the direct request of County.

5. County shall bear the cost, if any, of maintaining such of its streets or roads that may be used for detours during construction of the project.

6. County shall enter into and execute this agreement during a duly authorized session of its Board of County Commissioners.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that State and County shall each contribute 50 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Government, providing said cost does not exceed the FAS fund. County shall also contribute 100 percent of the amount by which the actual total cost exceeds the FAS funds, and 100 percent of any construction items in which federal funds do not participate. Construction engineering costs in which federal funds do not participate will be shared equally by State and County. Nonparticipation of federal funds in any portion of the project occurs when federal rules and regulations exclude an item, or the available federal funds are depleted.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

3. Should it become necessary to delay or terminate the project as a result of actions initiated by a third party, all costs shall be shared equally by State and County.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon Transportation Commission on December 18, 1975 at which time the Administrator and State Highway Engineer was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 3, Page _____, Minute Book of the Oregon Transportation Commission.
APPROVED

APPROVED

C. S. Hunter
Assistant State Highway Engineer

STATE OF OREGON, by and through its Department of Transportation
Highway Division

D. K. Klaboe
Administrator and State Highway Engineer
Date 4-30-76

ATTEST

Doris Berry Deputy
County Clerk

LINN COUNTY, by and through its Board of Commissioners

By Geo. K. Miller
Chairman

By Vernon Schenck
Commissioner

By Ian Tarvin
Commissioner

APPROVED AS TO FORM

Anthony Brandt
Linn Co. District Attorney

76-068

Form cc-60/b
Rev. 12/10/75

EXHIBIT 3 p.3

EXHIBIT B p. 4

RECONSTRUCTION & OVERLAY
OF
COUNTY ROAD No 6
LYONS To MILL CITY ROAD
FAS 124

DE FORD CREEK - MILL CITY SECT.

EXHIBIT A

North Santiam Paving

P.O. BOX 516 / STAYTON, OREGON 97383
TELEPHONE (503) 769-3436

Copy
Job #121 File

September 20, 1977

Oregon State Highway Division
P. O. Box 14830
Salem, Oregon 97310

Attn: Mr Ken Wolfe

Re: FAS A407 (Lyons-Mill City Road)
Fox Valley-Mill City, Contract 8570.

Gentlemen:

The above contract provides for the work to be completed before the lapse of 90 calendar workdays. However, certain days should be excluded from the contract time as we have been prevented from performing any work in the project area as the utility companies have not completed removal, relocation or adjustment of the utility lines. Pursuant to Section 105.106 of the contract, the County assumes the responsibility on this project for insuring that such arrangements are made. The specific days to be excluded from the contract time, and reasons therefor, are as follows:

(a) August 24, 1977-one half day: Contractor held up due to utility companies not finished with their portion of work;

(b) August 25, 1977 to and including September 12, 1977,-19 days: Contractor held up due to utility companies not finished with their portion of work;

(c) September 16, 1977 - one half day: Contractor held up due to power poles not moved;

(d) September 17, 1977 to and including to date: Contractor held up due to power poles not moved by utility companies.

The delay has been caused by factors beyond the control of the contractor and we, accordingly, feel that we should not be charged for such down time.

Thank you for your courtesy and attention to this matter.

Sincerely

Ralph L. Loehsler
President

EXHIBIT A

North Santiam Paving
P.O. BOX 516 / STAYTON, OREGON 97383
TELEPHONE (503) 769-3436

September 20, 1971

Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

Attn: Ken Wolfe

Re: Fox Valley (Mill City-Lyons) project.
Contract No. 0578

Gentlemen:

We beleive the delays caused by the utility company in not removing their poles is the primary reason for the present situation resulting in our halting operations on this project.

Extra costs will be and are now being incurred, i.e. moving in and out, preparation of job for winter, maintenance, etc. Had these delays not occurred we beleive the excavation and the 1st lift of paving could have been completed by September 15th.

We request an extension of time be granted for these delays. Please refer to our letter of September 20, outlining the periods of time we were unable to work on the project while we were waiting (and are still) for the utility company to remove their poles.

Respectfully Submitted

Ralph F. Bochsler
President

RFB/lh

EXHIBIT 5

OREGON STATE HIGHWAY DIVISION

October 3, 1977

P.O. Box 14030
Salem, Oregon 97310

Fox Valley - Mill City
Lyons - Mill City Road
Linn County
Contract No. 8578

North Santiam Paving Company
South 1st Street
Stayton, Oregon 97383

Attn: Ralph Bochsler

Dear Sir:

Delay in removal of utility poles in certain critical areas of the project has been a major factor in delaying the start of the stage construction sequences. The current siege of wet weather has dimmed our hopes for a late fall construction season. The lower elevations of the embankment area on the west unit are super-saturated and will require a reasonably long period of drying weather to dry sufficiently to allow comencement of the embankment thereon. For these and other reasons we are, as you requested, issuing a stop work order effective at the end of shift Tuesday, September 27, 1977. It will remain in effect until the weather pattern changes sufficiently to allow some assurance that portions of the work can be started and completed without unreasonable delay or inconvenience to the property owners or the traveling public.

1080.20(B1) 3.
104.04
109.07

The stop work order does not preclude performance of such work as is required to properly winterize the project or to complete final grading of the section which you have already partially graded from 338± to 359± left. We would request that this section be brought up with base rock to match the existing pavement elevation.

If there are any questions regarding this stop work order, please feel free to bring them to my attention.

Respectfully yours,

K. D. Wolfe
Resident Engineer

cc: Region
Construction

EXHIBIT 6

B-130 (Rev. 8-71)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 31, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 120 days, within which to complete our Contract No. 8578, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 8-24-77 : ½ day - Contractor held up due to utility companies not finished with their portion of work.

8-25-77 to
9-12-77: 19 days- Power poles not moved.
9-16-77 : ½ day - Power poles not moved.
9-17-77 to
9-27-77: 10 days- Power poles not moved, ground saturated with water, grades to wet. Respectfully submitted,

NORTH SANTIAM PAVING COMPANY
Contractor

By Lee D. Bruning

CONSENT OF SURETY

Date November 10, 1977

We, FEDERAL INSURANCE COMPANY

NEW YORK, NEW YORK

as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Jack C. Darley

(SEAL)

Resident Agent

EXHIBIT 7

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 19, 1977

North Santiam Paving Company
Post Office Box 516
Stayton, OR 97383

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8578 for work on Fox Valley-Mill City Section in Linn County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 30 days as requested is granted because of utility delays.

Sincerely,

H. S. Coulter
State Highway Engineer

EXHIBIT 8

OREGON STATE HIGHWAY DIVISION

October 17, 1977

P.O. Box 14030
Salem, Oregon 97310

Fox Valley - Mill City
Lyons - Mill City Highway
Linn County
Contract No. 8578

North Santiam Paving Co.
South 1st Street
Stayton, Oregon
97383

ATTENTION: Ralph Bochsler

Dear Sir:

This letter acknowledges receipt of your September 28th letter requesting an extension of time. The project is presently under a shut-down order due to wet grade and uncertain weather conditions. At this time, 46 calender workdays remain before liquidated damages would be assessed. Under the proper conditions it would be possible to complete the contract without going into overtime charges. We would not act on a request for time extension until it was actually needed. It is fitting, however, that your concern be expressed at an early stage.

If an extension is required, Sect 108.09 of the Standard Specifications requires it be on a standard form provided by the Division (copies enclosed) and must include consent of Surety.

Respectfully yours,

K. D. Wolfe

K. D. Wolfe
Resident Engineer

cc: Region, copy of letter attached
Construction, copy of letter attached

EXHIBIT 9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 14, 1978

P.O. Box 14030
Salem, Oregon 97310

Fox Valley - Mill City
Lyons - Mill City
Linn County
Contract No. 8578

North Santiam Paving
South 1st Street
Stayton, Oregon
97383

Attention: R. Bochsler

This letter is to inform you that the "Stop Work Order" is rescinded and the Calendar Workday count, for the subject project, resumes as of the start of the work shift June 11, 1978.

Received 6/16/78 A.M.

Respectfully

K. D. Wolfe

K. D. Wolfe
Resident Engineer

cc: Construction
Region

Form 01-734-8122

EXHIBIT 10

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

September 26, 1978

P.O. Box 14030
Salem, Oregon 97310

Fox Valley - Mill City
Lyons - Mill City Highway
Linn County
Contract No. 8578

North Santiam Paving Co.
South First Street
Stayton, Oregon 97383

Attn: R. Bochsler
President

This letter is to notify you that the day count is resumed as of the beginning of shift on Monday September 25, 1978, and is ended at the end of shift on Monday September 25th. for a total of 136 days used.

Respectfully yours,

K. D. Wolfe
Resident Engineer

cc: Region
Contract Payments

EXHIBIT 11

Form 81-734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 27, 1979

North Santiam Paving Company
Post Office Box 516
Stayton, OR 97383

Time Extension
Fox Valley-Mill City
Linn County
FAP No. RS-A487(1)
Contract No. 8578

Gentlemen:

We have reviewed your request for time extension on the subject project. Consideration was given to reasons you submitted.

Based on the available information, a 16 calendar workday extension is granted due to extra work performed and utility delays. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

Form 734-3122

EXHIBIT 12

OREGON STATE HIGHWAY DIVISION

October 12, 1978

P.O. Box 14030
Salem, Oregon 97310

Fox Valley - Mill City
Lyons - Mill City
Linn County
Contract No. 8578

ROBERT W. STRAUB
GOVERNOR

F. B. KLAGGE
Administrator and
State Highway Engineer

Ralph Bochsler, President
North Santiam Paving Co.
South First Street
Stayton, Oregon 97383

Dear Ralph,

Please allow me to express my appreciation for the efforts put forth by you and your organization in producing an overall high quality project in the construction of the Fox Valley - Mill City Section of the Lyons to Mill City Road. I have received many favorable comments about the general overall appearance of the job and especially the uniform texture and quality of the "E - Mix" riding surface. You can take pride in having the major role in the construction of this project.

The delay in moving utilities caused the job to be constructed nearly a full season later than scheduled. I know this was a hard pill to swallow and hope that the detour that was implemented (to eliminate the time consuming stage construction sequences) helped to ease some of the subsequent problems.

I would also like to thank you personally and on behalf of our survey and inspection people for the cooperative attitude you have maintained throughout the duration of the project, even in the face of some trying experiences.

Respectfully yours,

K. D. Wolfe
Resident Engineer

cc: Region

Form 81-734-3122

EXHIBIT 13

TRUE COPY CERTIFICATE

I hereby certify that the foregoing copy of Request for Admissions is a correct copy of the original; that the same in my opinion is well founded in law.

Dated: August 19, 1980.

Of Attorneys for Plaintiff
For the Firm

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing Request for Admissions on the following individuals on August _____, 1980, by mailing to said individuals a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said individuals at their regular office and/or last known addresses, to-wit:

LESLIE B. HAMPTON
ATTORNEY FOR THE STATE OF OREGON
106 STATE OFFICE BUILDING
SALEM, OREGON 97310

ROBERT A. FORD
ATTORNEY FOR LINN COUNTY
1010 HIGH STREET
EUGENE, OREGON 97401

and deposited in the post office at Portland, Oregon, on said day. Between the said post office and the addresses to which said copies were mailed, there is regular communication by U.S. Mail.

Dated: August ____, 1980.

Of Attorneys for Plaintiff
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

8578

8/21/80
nl

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

August 19, 1980

Robert A. Ford
Attorney at Law
1010 High Street
Eugene, OR 97401

Leslie B. Hampton
Attorney at Law
106 State Office Building
Salem, OR 97310

Re: North Santiam Paving v. State of Oregon and Linn County

Gentlemen:

I enclose North Santiam Paving's Request For Admissions. I have attempted to draft these admissions in a manner which succinctly sets forth the undisputed factual and documentary evidence. I have attempted to carefully avoid drafting requests which are not factual in nature and from which a fact finder might draw an improper inference. I would appreciate your genuine consideration of these requests for admissions. I believe that the issue of entitlement in this case can be boiled down, inexpensively, to legal issues. This would seem to be advantageous to all of our clients.

I remind each of you of the sanctions contained in Rule 46C for the arbitrary denial of failure to admit.

Very truly yours,

JOSEPH A. YAZBECK, JR.
For the Firm

JAY/jga/5909

Enclosures

cc: North Santiam Paving

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

August 19, 1980

Circuit Court Clerk
Linn County Courthouse
PO Box 100
Albany OR 97321

Re: North Santiam Paving Company v. State of Oregon, et al
No. 801128

Enclosed you will find:

( )	Check(s) $	( )	Judgment Order
( )	Acknowledgment of Service	( )	Mechanics' Lien Claim
( )	Affidavit	( )	Motion
( )	Answer	( )	Order
( )	Complaint	( )	Petition
( )	Confession of Judgment	( )	Praecipe
( )	Confirmation Letter (Please complete and return)	( )	Property Settlement Agreement
		( )	Record of Dissolution
( )	Contract	( )	Reply
( )	Cost Bill	( )	Response
( )	Decree	( )	Satisfaction of Judgment
( )	Deed	( )	Sheriff's Return of Sale
( )	Demurrer	( )	Summons
( )	Mechanics' Lien Claim	(X)	Other: Request for Admissions

PLEASE DO THE FOLLOWING:

( )	Obtain Judge's Signature	( )	Record Document(s)
(X)	File Document(s)	( )	Serve Document(s)

FURTHER INSTRUCTIONS:

BOLLIGER, HAMPTON & TARLOW, P.C.

JAY/jga/5916

Enclosures

cc w/enc: North Santiam Paving Co.
cc w/enc: Leslie B. Hampton
cc w/enc: Robert A. Ford

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BL
SUITE
PORTLAND, OREGON 97
TELEPHONE (503) 641-

CONFIRMATION LETTER

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice, Trial Division
106 State Office Building
Salem, Oregon 97310

Court: Circuit

Case Name: North Santiam v. State of Oregon and Linn County

Case No.: 80-1128

Document: Order and Amended Complaint

Remarks: _____

Signed By: _____
(Judge) (Deputy) (Clerk)

( ) PLEASE INDICATE NEW CASE NO. ASSIGNED: _____

(X) ORDER: Was Signed Aug 19 1980, By Judge Tarpley

(X) AMENDED COMPLAINT: Was Filed Aug 19 1980.

( ) Date Set For Hearing _____, 19___,
Room No. ____ of County Courthouse at ___ __.M.

( ) Attorneys' Fees awarded $_____.

( ) Costs awarded $_____.

( ) Was served on _____, 19 ___.
By serving _____.
Papers served by: _____.

( ) Amount Recovered: $_____

8/11/80 tel

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

August 8, 1980

Circuit Court Clerk
Linn County Courthouse
PO Box 100
Albany OR 97321

Re: North Santiam Paving Company v. State of Oregon and Linn County
No. 80-1128

Enclosed you will find:

( )	Check(s) $	( )	Judgment Order
( )	Acknowledgment of Service	( )	Mechanics' Lien Claim
( )	Affidavit	( )	Motion
( )	Answer	(X)	Order
(X)	Amended Complaint	( )	Petition
( )	Confession of Judgment	( )	Praecipe
(3)	Confirmation Letter (Please complete and return)	( )	Property Settlement Agreement
		( )	Record of Dissolution
( )	Contract	( )	Reply

PLEASE DO THE FOLLOWING:

(X)	Obtain Judge's Signature	( )	Record Document(s)
(X)	File Document(s)	( )	Serve Document(s)

FURTHER INSTRUCTIONS: File Amended Complaint after Order signed and entered and return confirmation letters to appropriate counsel.

BOLLIGER, HAMPTON & TARLOW, P.C.

JAY/jga/5476

Enclosures

cc w/enc: Leslie B. Hampton
Attorney for Defendant State of Oregon

cc w/enc: Robert A. Ford
Attorney for Defendant Linn County

cc w/enc: North Santiam Paving Co.

8578

8-7-80 jd

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

August 4, 1980

Leslie B. Hampton
Assistant Chief Trial Counsel
106 State Office Building
Salem, Oregon 97310

Re: North Santiam Paving Co. vs. State of Oregon and Linn County
Linn Co. No. 801128

Dear Les:

You may have an extension of time in accordance with your letter of July 28, 1980.

Very truly yours,

JOSEPH A. YAZBECK, JR.
For the Firm

JAY/ss/5200B

cc: North Santiam Paving Co.

8578

July 28, 1980

Joseph A. Yazbeck, Jr.
Attorney at Law
Suite 101
1600 S. W. Cedar Hills Blvd.
Portland, OR 97215

Re: North Santiam Paving Co. v. State of Oregon
and Linn County
Linn Co. No. 801128 (L-7862)

Dear Mr. Yazbeck:

I suggest and request a further extension of time within which the state can appear until Linn County's Motion to Dismiss your second claim is resolved.

The state has tendered its defense to Linn County. After the initial rejection, our tender is being reconsidered. If the county's motion is allowed, it would seem logical that the state bring the county back in as a third-party defendant. Please advise me whether or not you concur.

Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jd

8578

July 28, 1980

Robert A. Ford
Attorney at Law
1010 High Street
Eugene, OR 97401

Re: North Santiam Paving Co. v. State of Oregon
and Linn County
Linn Co. No. 801128 (L-7862)

Dear Mr. Ford:

I am in receipt of your letter of July 16, 1980, which denied the State of Oregon's tender of defense of the above-mentioned case. We recognize that the State-Linn County agreement does not contain a specific indemnity clause in favor of the state. However, as outlined in my letter of July 8, 1980, Linn County contracted and agreed to "be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project." As between the state and the county, the state is only secondarily liable to the contractor, if the state is liable at all. The county, on the other hand, is primarily liable because of its contractually assumed duty to be responsible for the relocation of the utilities. Under common law, state is entitled to indemnity from the county.

The contract provision that you referred to in your letter, "should it become necessary to delay or terminate the project as a result of actions initiated by a third party, all costs shall be shared equally by state and county.", is not applicable. The provision clearly refers to delays or a termination caused by third party litigation. In this case the delay to the contractor was due to the failure of the power company to timely move its power line.

I urge you to reconsider the state's tender of its defense to Linn County. Under the Attorney General's billing system, the defense of this case will be expensive. The work of the Department of Justice will substantially duplicate your work in the defense of this matter. The state will look to the county for its defense costs as well as any damages assessed against the state.

Naturally, the state will cooperate with Linn County in the defense of this case. However, it will undoubtedly be necessary for us to plead our indemnity rights by way of a cross-claim against Linn County. That claim could affect the unity of our defense.

Please discuss this letter with Linn County and your insurance carrier clients and advise me of the result. I submit that it would serve the interest of your clients and in the long run could save them a substantial sum in duplicated defense costs.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jd
cc: Jack L. Sollis
Bryant Jackmond
Edward F. Schultz

8578 O 7-18-80 O

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff, vs. STATE OF OREGON, acting through its Department of Transportation, and LINN COUNTY, acting through the County Road Department, Defendants.	)	MOTION TO DISMISS Case No. 80-1128

COMES NOW Defendant Linn County, by and through its attorneys, Bromley & Ford, and hereby respectfully moves the Court for an Order dismissing that Complaint on file herein as against such Defendant on the grounds and for the reasons that it fails to state facts sufficient to constitute a claim.

THIS MOTION is based upon ORCP Rule 21A(8) and the Memorandum filed herewith and incorporated herein by this reference.

Respectfully submitted,

BROMLEY & FORD

By _____
Robert A. Ford
Of Attorneys for Defendant
Linn County

MOTION.

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

STATE OF OREGON)
County of Lane) ss.

I, _____ swear or affirm I am the _____ and I believe the foregoing _____ to be true.

_____
Subscribed on oath or affirmation before me this _____ day of _____, 19___.

(SEAL)

_____
Notary Public for State of Oregon
My Commission Expires: _____

I certify that the foregoing MOTION TO DISMISS is a true, exact and full copy of the original.

Dated: July 18, 1980.

_____
Attorney for Defendant Linn County

I certify that on _____, 19___, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____ by leaving the copy with his clerk in his absence at his office at _____, Oregon.

_____
Attorney for _____

I certify that on _____, 19___, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____.

_____
Attorney for _____

I certify that I served the foregoing MOTION TO DISMISS on Plaintiff & Defendant by depositing a true, full and exact copy thereof in the United States Post Office at Eugene, Oregon on July 18, 1980, enclosed in a sealed envelope, with postage paid, addressed to:

Joseph Yazbeck, Jr.
1600 S. W. Cedar Hills, 102
Portland, Oregon 97225

Attorney(s) of record for the Plaintiff

Leslie Hampton
Asst. Chief Trial Counsel
Department of Justice
106 State Office Bldg.
Salem, Oregon 97310
Attorney for Def. State of Oregon

/s/ Robert A. Ford
Attorney for Defendant Linn County

BROMLEY & FORD
Attorneys at Law
1010 High Street
Eugene, Oregon 97401
(503) 484-1273

8578

July 17, 1980

Mr. Joseph A. Yezbeck, Jr.
Attorney at Law
Suite 101
1600 S. W. Cedar Hills Rd.
Portland, OR 97215

Re: North Santiam Paving Co.
v. State of Oregon and Linn County
Case No. 8D 1128 (L7862)

Dear Mr. Yezbeck:

This will confirm our telephone conversation today in which you granted me fifteen additional days within which to appear herein. It is my understanding that I will file my appearance on or before August 1, 1980.

Thank you for your cooperation.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

nh

8578

7/18/80

BROMLEY & FORD

ATTORNEYS AT LAW

July 16, 1980

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Re: North Santiam Paving Co. v. State of Oregon and Linn County, Linn County Circuit Court Case No. 801128

Dear Mr. Hampton:

Your letter of July 8, 1980, to the Linn County Board of Commissioners and Jackson L. Frost has been forwarded to our office for review. Our firm has been assigned the defense in the aforementioned matter on behalf of Linn County.

A review of the Construction - Finance Agreement drafted by the State and executed by the parties indicates that "Should it become necessary to delay or terminate the project as a result of actions initiated by a third party, all costs shall be shared equally by State and County." Other than this section, there is no provision indicating that the County would hold the State harmless from the malfeasance of third parties, nor is there any provision indicating the County would indemnify the State if the need arose to defend one or the other entity.

For these reasons, Linn County will not accept your tender of July 8, 1980. Moreover, please be advised that the County intends to proceed against the State for indemnity pursuant to the aforementioned Agreement.

If you have any questions, please don't hesitate to contact the undersigned.

Sincerely,

BROMLEY & FORD

Robert A. Ford

RAF:mcs

cc: Steve Landburg
Ed Schultz
Linn County Board of Commissioners
Jackson L. Frost

WILLIAM W. BROMLEY
ROBERT A. FORD
PETER F.M. WARBURG

1010 HIGH STREET
EUGENE, OREGON 97401
(503) 484-1273

8578

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff, vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION, and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT, Defendants.	No. 801128 MOTION TO AMEND PLAINTIFF'S COMPLAINT AND MEMORANDUM IN OPPOSITION TO DEFENDANT'S MOTION TO DISMISS

MOTION TO AMEND PLAINTIFF'S COMPLAINT

I.

Pursuant to ORCP 23(A), plaintiff moves this court for an order allowing it to amend its complaint as attached. The amendment adds a paragraph XVI which states:

> "Contract between North Santiam Paving Company and Oregon State Highway Division, alleged in paragraph III, states in Section 105--Control of the Work:
>
> 'Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the county. The contractor shall contact the county for information regarding these arrangements.'

MEMORANDUM IN OPPOSITION TO DEFENDANT'S MOTION TO DISMISS

The Supreme Court of Oregon has held that provisions in a State Highway construction contract relative to damages to utilities were included for the benefit of the owners of the utilities. The utility owners were granted a direct contractual cause of action against the construction contractor for damages to the utilities caused during construction. Pacific Northwest Bell Telephone

4872

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

Company, Respondent, v. DeLong Corporation, Appellant, 246 Or 369, 425 P2d 498 (1967). In DeLong, the court stated:

> "It is plaintiff's theory that these requirements of the contract subjected DeLong to a contractual liability for the damage to the cable, that DeLong breached the contract and that the contract entitled plaintiff to bring this action for the breach. We agree." 498 P2d at 500.

Plaintiff, Bell, was not a party to the contract. The contract was between the State of Oregon and DeLong.

The above quoted provision of this contract for construction between the State of Oregon and North Santiam shows that the county, through its agreements with the State, was subjected to contractual liability to plaintiff, North Santiam.

Burgreen Contracting Company v. Goodman, 314 S2d 284 (Court of Civil Appeals, Alabama, 1975) is in accord. In that case, the court held that the below quoted contractual provision in the contract between the State of Alabama and Burgreen, a road construction contractor, was made for the benefit of Goodman.

> "Where the removal of existing cross fences is necessary for construction and where permanent fences cannot be erected until a later date and temporary fences are necessary to control livestock, it shall be furnished by the contractor and the costs shall be absorbed in other items of the work." (At 287)

Contractor removed Goodman's fence to make way for construction and failed to provide a temporary fence. This allowed Goodman's livestock to escape, some of which were injured. The court held that Goodman had a direct contractual right of action against Burgreen for the benefit conferred by the above quoted contractual

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

provision. In so deciding, the court quoted the following language from the Alabama Supreme Court:

> "The rule in this state, which is in accord with the great weight of American authority, is that a third person may enforce a promise made for his benefit even though he is a stranger both to the contract and the consideration." At 287.

The foregoing cases demonstrate the validity of North Santiam's contractual claim for relief against Linn County.

The cases cited by defendant Linn County are inapposite. Haines v. Pacific Bank Corporation, 3 P2d 763 (1934), was a case involving an action by a minority shareholder who alleged that offers for purchase of stock made to majority shareholders were for his benefit also. He alleged he was entitled to the same offer for his stock. Relief was denied. Despite the inapplicability of the case, a quote from Mr. Justice McBride in that case does seem to support the plaintiff's claim for relief:

> "As a rule the Oregon cases arose out of the fact that the promissee owed some debt to the beneficiary which the promissor as part of the consideration agreed to discharge; but in other jurisdictions where such a promise has been held enforceable by the beneficiary no distinction appears to have been made between such a debt and any other legal duty which the promissee owed to the beneficiary, and legally this would seem to be the correct rule. At 765.

II.

MOTION TO DISMISS IS IMPROPER PROCEDURE TO TEST SUFFICIENCY OF A CONTRACT CAUSE OF ACTION

The statutory scheme for "interpretation of writings", 42.210 to 42.290 is applicable to the interpretation of these

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

contractual documents. In construing these instruments, the court must be made aware of the circumstances and the expectations of the parties surrounding the executions of these contracts. The court cannot do so on a motion to dismiss.

Respectfully submitted,

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys for Plaintiff

By_____
JOSEPH A. YAZBECK, JR.
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

8578

7/11/80 jph

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS F. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

RECEIVED
JUL 11 1980
LEGAL

REFERRED
To LRS Hamp Jon
For
Jack L. Sollis

July 10, 1980

Jack L. Sollis
Assistant Attorney General
Department of Justice
113 Transportation Building
Salem, Oregon 97310

Re: North Santiam Paving Co. vs. State of Oregon and Linn County
Case No. 80-1128

Dear Jack:

Unless the State has filed it's answer within 10 days, I will begin default proceedings.

Very truly yours,

Joseph A. Yazbeck, Jr.
For the Firm

JAY/bh/4004B

cc: North Santiam Paving Company

8578 7-10-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR LINN COUNTY

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff, vs. STATE OF OREGON, acting through its Department of Transportation, and LINN COUNTY, acting through the County Road Department, Defendants.	MEMORANDUM Case No. 80-1128

IN SUPPORT OF ITS MOTION TO DISMISS filed herewith, Defendant Linn County hereby submits the following Memorandum.

I.

Plaintiff's Complaint cites two separate causes of action, the first as against the State of Oregon, and the second as against Defendant Linn County. Plaintiff's cause of action as against Defendant Linn County is premised upon an implied contractual obligation between Linn County and Plaintiff. Plaintiff attempts to establish an implied contractual relationship by apparently attempting to utilize a third party beneficiary-contract analysis. (Complaint, Page 4, Paragraphs XVI, XVII)

II.

In Oregon, the general rule is that "only parties or privies to a contract can maintain an action to enforce its stipulations;...." Washburn v. Investment Company, 26 Or 436, 441, 36 P 533, 38 P 620 (1894). Since allowing a stranger to maintain an action to enforce the stipulations of a contract is "an exception and inconsistent with this rule," the contractual

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ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1973

rights given to third parties to such contract are limited. Washburn, id, 26 Or at 441; 12 OLR 263, 269.

Under certain limited circumstances, the Oregon Appellate Courts have allowed third parties to maintain an action on a contract to which they are not privy. 12 OLR 263, 267-273. However, such third party beneficiary doctrine

> ". . . is not applicable to every contract made by one person with another from the performance of which a third party will derive a benefit but is limited to contracts which have for their primary object and purpose the benefit of a third person, and which were made for his direct benefit." Parker v. Jeffery, 26 Or 186, 189, 37 P2d 712 (1894). (Emphasis Added.)

To entitle a third person to recover upon a contract made by others, ". . . there must not only be an intent to secure some benefit to such third person, but the contract must have been made and entered into directly and primarily for his benefit; . . ." Parker, id, 26 Or 190. A third party who merely receives an incidental benefit from a promissor's performance of a contractual stipulation "acquires by virtue of the promise no right against the promissor or promissee." Such an incidental beneficiary cannot maintain a cause of action upon such contract premised upon a third party beneficiary-contract analysis. Haines v. Pacific Bancorporation, 126 Or 407, 30 P2d 763 (1934); 12 OLR 263, 272-273.

III.

In Oregon, to maintain a third party beneficiary-contract cause of action, it is not only necessary that the

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1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1273

"primary object and purpose" and "direct benefit" requirements of Parker, supra, be proven, but also that they be appropriately pled.

> "Enough has been said in this opinion to make clear that Plaintiff must allege and prove that the alleged contract on which it relies must have been made for a valuable consideration for the direct and primary benefit of Plaintiff." McCargar & McKay v. Federal Securities Co., 134 Or 342, 365, 284 P 179, 289 P 595 (1930). (Emphasis Added.)

In the case at bar, Plaintiff failed to plead either the "primary object and purpose" or the "direct benefit" requisites of Parker and McCargar. The mere assertion by Plaintiff that the contract between Linn County and the State of Oregon "was made for the benefit of the contractor" (Complaint, Page 4, Paragraph XVI, Lines 11-12) is insufficient to comply with the pleading requisites of a third party beneficiary action. Without pleading and proving the direct and primary benefit accruing to Plaintiff, a purported third party beneficiary cause of action is merely that of an "incidental beneficiary" and not the basis upon which a cause of action may be maintained against such contract. Haines, supra.

For the foregoing reasons, Plaintiff's Complaint fails to state facts sufficient to constitute a cause of action against Defendant Linn County. ORCP Rule 21A(8).

Respectfully submitted,

BROMLEY & FORD

By: _____
Robert A. Ford
Of Attorneys for Defendant
Linn County

BROMLEY & FORD
ATTORNEYS AT LAW
1010 HIGH STREET EUGENE, OREGON 97401
(503) 484-1273

STATE OF OREGON)
County of Lane) ss.

I, _____ swear or affirm I am the _____ and I believe the foregoing _____ to be true.

_____
Subscribed on oath or affirmation before me this ___ day of _____, 19___.

(SEAL)

_____
Notary Public for State of Oregon
My Commission Expires: _____

I certify that the foregoing MEMORANDUM is a true, exact and full copy of the original.

Dated: July 17, 1980.

_____
Attorney for Defendant Linn County

I certify that on _____, 19___, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____ by leaving the copy with his clerk in his absence at his office at _____, Oregon.

_____
Attorney for _____

I certify that on _____, 19___, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____.

_____
Attorney for _____

I certify that I served the foregoing MEMORANDUM on Plaintiff & Defendant by depositing a true, full and exact copy thereof in the United States Post Office at Eugene, Oregon on July 17, 1980, enclosed in a sealed envelope, with postage paid, addressed to:

Joseph Yazbeck, Jr.
1600 S. W. Cedar Hills, 102
Portland, Oregon 97225

Attorney(s) of record for the Plaintiff

Leslie Hampton
Asst. Chief Trial Counsel
Department of Justice
106 State Office Bldg.
Salem, Oregon 97310
Attorney for Def. State of Oregon

/s/ Robert A. Ford
Attorney for Defendant Linn County

BROMLEY & FORD
Attorneys at Law
1010 High Street
Eugene, Oregon 97401
(503) 484-1273

8578

July 8, 1980

Linn County Board of Commissioners
c/o Del W. Riley, Clerk
P. O. Box 100
Albany, OR 97321

Jackson L. ~~Best~~ Frost
Linn County District Attorney
P. O. Box 100
Albany, OR 97321

Re: North Santiam Paving Co. v. State of Oregon and Linn County
Linn County No. 8D1128

Gentlemen:

As you know, the State of Oregon (DOT) is named as a defendant in the above-mentioned case as is Linn County (County Road Department). The plaintiff seeks damages under contract 8578 for the grading and paving of the Fox Valley-Mill City Section. The plaintiff alleges that it was delayed during construction due to tardy relocation of the affected utilities that were located in the existing right of way.

Under your construction-financing agreement with the State of Oregon (DOT) for the above-mentioned project, Linn County contracted and agreed among other things to obtain all necessary right of way for the project and to "be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project." Because Linn County is named as a defendant, I assume that you have a copy of the Complaint. Nevertheless, a copy of the Complaint is enclosed for your use.

The State of Oregon hereby tenders to Linn County the defense of the State in the above referred to case. If this tender is not accepted, the State will look to Linn County for indemnity

for any and all damages awarded against the State, and for all of the State's costs of defense including reasonable attorney fees. Please advise me whether or not this tender is accepted.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jd
encl.
cc: Jack L. Sollis
H. S. Coulter
Bryant Jackmond

#8578

L.

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
STATE HWY ENGR
JUL - 9 '80
REFER TO
FOR
Info | Inves | R/D | Dsn | Spec | Act | File

July 8, 1980

Linn County Board of Commissioners
c/o Del W. Riley, Clerk
P. O. Box 100
Albany, OR 97321

Jackson L. Frost
Linn County District Attorney
P. O. Box 100
Albany, OR 97321

7-9 cy Shirley

Re: North Santiam Paving Co. v. State of Oregon and Linn County
Linn County No. 8D1128

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for any and all damages awarded against the State, and for all of the State's costs of defense including reasonable attorney fees. Please advise me whether or not this tender is accepted.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

jd
encl.
cc: Jack L. Sollis
H. S. Coulter
Bryant Jackmond

8578 6-5-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation,

Plaintiff(s),

vs.

STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT,

Defendant(s).

No. 8D1128

SUMMONS

TO: JACKSON FROST, District Attorney, Linn County Courthouse, Albany, Oregon 97321

IN THE NAME OF THE STATE OF OREGON: You are required to appear and to defend against the complaint filed against you in this case within thirty (30) days from the date of service of this summons upon you. If you fail to appear and to defend, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO DEFENDANT(S): READ THESE PAPERS CAREFULLY!!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. If you have questions, you should see an attorney immediately.

Of Attorneys for Plaintiff(s)
For the Firm

STATE OF OREGON)
) ss.
County of Washington)

I, JOSEPH A. YAZBECK, JR., one of plaintiff's attorneys, certify that I have prepared this copy of summons and that I have carefully compared this copy with the original. I further certify that this is a true, exact, complete and correct copy of the original. The post office address at which papers in this action may be served upon plaintiff(s) by mail is: Suite 102, 1600 S. W. Cedar Hills Boulevard, Portland, Oregon 97225.

DATED at Portland, Oregon the 5 day of June, 1980.

Of Attorneys for Plaintiff(s)
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone [illegible]-7171

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff(s), vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT, Defendant(s).	No. 8D1128 SUMMONS

TO: DEL W. RILEY, County Clerk, Linn County Courthouse, Albany, Oregon 97321

IN THE NAME OF THE STATE OF OREGON: You are required to appear and to defend against the complaint filed against you in this case within thirty (30) days from the date of service of this summons upon you. If you fail to appear and to defend, plaintiff(s) will apply to the court for the relief demanded in the complaint.

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Of Attorneys for Plaintiff(s)
For the Firm

STATE OF OREGON)
) ss.
County of Washington)

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DATED at Portland, Oregon the 5th day of June, 1980.

Of Attorneys for Plaintiff(s)
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff(s), vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT, Defendant(s).	No. 8D1128 SUMMONS

TO: H. S. COULTER, State Highway Engineer, Department of Transportation, Salem, Oregon 97310

IN THE NAME OF THE STATE OF OREGON: You are required to appear and to defend against the complaint filed against you in this case within thirty (30) days from the date of service of this summons upon you. If you fail to appear and to defend, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO DEFENDANT(S): READ THESE PAPERS CAREFULLY!!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. If you have questions, you should see an attorney immediately.

STATE OF OREGON)
) ss.
County of Washington)

Of Attorneys for Plaintiff(s)
For the Firm

I, JOSEPH A. YAZBECK, JR., one of plaintiff's attorneys, certify that I have prepared this copy of summons and that I have carefully compared this copy with the original. I further certify that this is a true, exact, complete and correct copy of the original. The post office address at which papers in this action may be served upon plaintiff(s) by mail is: Suite 102, 1600 S. W. Cedar Hills Boulevard, Portland, Oregon 97225.

DATED at Portland, Oregon the 5th day of June, 1980.

Of Attorneys for Plaintiff(s)
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone [illegible]171

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff(s), vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT, Defendant(s).	No. 8D1128 SUMMONS

TO: JAMES M. BROWN, Attorney General, State of Oregon, Salem, Oregon 97310

IN THE NAME OF THE STATE OF OREGON: You are required to appear and to defend against the complaint filed against you in this case within thirty (30) days from the date of service of this summons upon you. If you fail to appear and to defend, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO DEFENDANT(S): READ THESE PAPERS CAREFULLY!!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. If you have questions, you should see an attorney immediately.

STATE OF OREGON)
) ss.
County of Washington)

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DATED at Portland, Oregon the 5th day of June, 1980.

Of Attorneys for Plaintiff(s)
For the Firm

Of Attorneys for Plaintiff(s)
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

8578 6-5-80

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

NORTH SANTIAM PAVING COMPANY, an Oregon corporation, Plaintiff, vs. STATE OF OREGON acting through its DEPARTMENT OF TRANSPORTATION and LINN COUNTY acting through the COUNTY ROAD DEPARTMENT, Defendant.	No. 8D1128 COMPLAINT: BREACH OF CONTRACT

ON PLAINTIFF'S FIRST CLAIM OF RELIEF, PLAINTIFF ALLEGES:

(AGAINST THE STATE OF OREGON)

I.

At all material times herein plaintiff was an Oregon corporation.

At all material times herein defendant State of Oregon acted through the Department of Transportation, in a manner within the scope of the Department's authority.

II.

At all material times herein defendant Linn County acted by and through its County Road Department, in a manner within the scope of the authority of the County Road Department.

III.

After submitting the low responsible responsive bid North Santiam Paving Company hereinafter (North Santiam) was awarded highway contract number 8578 by the Oregon State Highway Division of the Department of Transportation for grading and paving on the Fox

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

Valley Mill City section. Said award was made August 1, 1977.

IV.

Contract provided that all work was to be accomplished in ninety (90) calendar days.

V.

North Santiam's bid contemplated completing the contract in the August and September 1977 work season.

VI.

In awarding such contract State of Oregon impliedly warranted that all utilities along the highway would be removed so that North Santiam could proceed with the stage construction shown in the contract drawings.

VII.

North Santiam's ability to complete the work in the foregoing described 1977 work season was contingent upon the removal of the power line utilities along the highway. Utilities had to be removed before excavation and embankment work could be accomplished.

VIII.

Department of Transportation breached its contract with North Santiam by failing to remove the power line utilities in a manner that allowed the contractor to proceed with the work as contemplated by the contract and by the contractors bid. Said excavation and embankment work could not be accomplished until approximately June of 1978.

IX.

Approximately 152 days were expended in performance of the

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

contract. Primary reason for this large extention of time was the failure of the utilities to be removed. This time does not include time in which the State suspended work.

X.

Delay of the magnitude described was totally outside the contemplation of the parties upon entering into the contract.

XI.

The foregoing described delays were such a magnitude that North Santiam would have been justified in abandoning the contract and only proceeded based on its belief that it would be compensated by the State for its damages.

XII.

Failure to remove the utilities constituted active interference by the State with the performance of North Santiam.

XIII.

Defendant State of Oregon's breaches, damaged North Santiam in an amount to be proved at trial not less than $19,630.00. North Santiam has made demand upon the State of Oregon for payment of said damages but the State has at all times refused to pay any part thereof.

ON PLAINTIFF'S SECOND CLAIM OF RELIEF, PLAINTIFF ALLEGES:

(AGAINST LINN COUNTY)

XIV.

On April 30, 1976, State of Oregon and Linn County entered into an agreement entitled "Construction-Finance Agreement, FAS Project". Said agreement, which is made Exhibit A to this

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

complaint, was, among other things, a cost sharing agreement between the County and the State for work to be performed pursuant to contract number 8578.

XV.

Under said contract, the County was required to "obtain the necessary right-of-way in material sources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project."

XVI.

Said provision, at the time it was entered into, was made for the benefit of the contractor who was to be awarded the work, and in this case, North Santiam.

XVII.

The County breached this provision of its contract with the State and its duty to the third party beneficiary, North Santiam, as described in paragraphs I through XII of the first claim of relief. Said paragraphs are specifically realleged and incorporated into the second claim for relief.

XVIII.

Because of the breach by defendant Linn County, North Santiam was damaged in the amount to be proved at trial, not less than $19,630.00. Demand has been made on Linn County for payment of said sum but Linn County has refused to pay any part thereof.

WHEREFORE plaintiff, North Santiam, demands judgment against defendants State of Oregon and Linn County in an amount not

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S.W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

less than $19,630.00 and for its costs, disbursements, and interest from the date of demand.

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys for Plaintiff

By_____
JOSEPH A. YAZBECK, JR., #77400
For the Firm

By_____
F. GORDON ALLEN, #77010
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

TRUE COPY CERTIFICATE

I hereby certify that the foregoing copy of Complaint: Breach of Contract is a correct copy of the original; that the same in my opinion is well founded in law.

Dated: ~~May~~ June 5, 1980.

CLG

Of Attorneys for Plaintiff
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

8578

L-7862 6/9/80 pkr

Set up file & Mc Colloch

Sheila

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

June 5, 1980

Edward F. Schultz, Civil Deputy
Linn County District Attorney
Linn County Courthouse
P. O. Box 100
Albany, Oregon 97321

RECEIVED
JUN 6 1980
LEGAL

Jack L. Sollis
Assistant Attorney General
Department of Justice
113 Transportation Building
Salem, Oregon 97310

RE: North Santiam Paving Co. vs. State of Oregon and Linn County
Case No. 8D1128

Gentlemen:

I enclose courtesy copies of the summons and complaint in the above captioned matter.

Very truly yours,

JOSEPH A. YAZBECK, JR.
For the Firm

JAY/djr/2708B

cc: North Santiam Paving Co.

8578

Federal Insurance Company
[illegible] Bonding Department
1400 Plaza - 600 6th & Stuart Street
Seattle, WA 98101

CON 5
#8578

Gentlemen:

A post-final payment for $1,500.00 will be made to North Santiam Paving Co., on Contract No. 8578 for work on the Fox Valley-Mill City Section of FAS A487 in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be [illegible] $319,235.69 including the post-final payment. Of the total $8,581.73 is for forces account.

cc: North Santiam Paving Co.
South 1st Street
Stayton, OR 97383

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

8578

XXXXXXXXXXXXXXX

113 Transportation Bldg.

May 29, 1980

Linn County District Attorney
P.O. Box 100
Albany, Oregon 97321

Attention: Edward F. Schultz
Civil Deputy

RE: North Santiam Paving Company Claim

Dear Mr. Schultz:

I have discussed with the Highway Division the content of your letter of May 22, 1980 to Mr. Yazbeck.

The Highway Division is of the opinion that the longer this thing drags on the less chance there is that it will actually get settled. We also are of the opinion that an indefinite extension of time will not really get the parties involved a meaningful negotiation.

The State Highway Division is still of the opinion that it has no liability in this case and would like to see the matter settled as quickly as possible. Therefore, the Highway Division does not consent to an extension of time and feels that if Mr. Yazbeck is serious and wishes to file a lawsuit that perhaps that will help move PP&L along in determining whether or not they have liability.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General & Counsel

JLS:sjb

cc: Joseph A. Yazbeck

bc: Ted Litchfield
Bryan Jackmond

8578

LINN COUNTY DISTRICT ATTORNEY

County Courthouse, Fourth & Broadalbin Streets
P. O. Box 100, Albany, Oregon 97321 — Telephone (503) 967-3836

JACKSON L. FROST
District Attorney
LARRY K. HOUCHIN
Chief Deputy
EDWARD SCHULTZ
Civil Deputy
DEPUTIES
DANIEL R. REMILY
DAVE L. CANARY
EDWARD J. HARRI
ROGER K. HARRIS
RICHARD A. MARIO

SUE STALFORD
Chief Legal Secretary

May 22, 1980

RECEIVED
MAY 23 1980
LEGAL

Mr. Jack Sollis
Assistant Attorney General
Department of Justice
113 Transportation Bldg.
Salem, OR 97310

RE: North Santiam Paving Co. Claim

Dear Jack:

Enclosed please find a copy of our correspondence to Mr. Yazbeck. At this time it is our position that we do not owe North Santiam Paving Co. any damages. We are concerned about the facts of this case leading to creation of a new law which will not be in the best interest of the county or the state. The primary reason we are seeking the continuance is to give Pacific Power & Light Co. an opportunity to sort the claims through their systems so that it will reach a level where we can enter into a meaningful negotiation towards a settlement of the claim.

I would appreciate your comments.

Very truly yours,

Edward F. Schultz

Edward F. Schultz
Civil Deputy

EFS:ds

LINN COUNTY DISTRICT ATTORNEY
County Courthouse, Fourth & Broadalbin Streets
P. O. Box 100, Albany, Oregon 97321 — Telephone (503) 967-3836

JACKSON L. FROST
District Attorney
LARRY K. HOUCHIN
Chief Deputy
EDWARD SCHULTZ
Civil Deputy
DEPUTIES
DANIEL R. REMILY
DAVE L. CANARY
EDWARD J. HARRI
ROGER K. HARRIS
RICHARD A. MARIO

SUE STALFORD
Chief Legal Secretary

May 22, 1980

Joseph A. Yazbeck, Jr.
Bolliger, Hampton & Tarlow, P.C.
1600 S.W. Cedar Hills Blvd.
Suite 102
Portland, OR 97225

RE: North Santiam Paving Co. Claim

Dear Mr. Yazbeck:

This letter is being written pursuant to our previous conversation on May 13, 1980 during the claim hearing in Salem. After reviewing the information submitted by the State Highway Department, Linn County would be willing to grant your client an extension of the filing deadline. It is our belief that the only way that meaningful negotiations can be entered into is by the extension of the filing deadline so that all of the potential parties will have an opportunity to study the facts and to assess their potential liability, or lack thereof. Our grant of an extension of time is contingent upon the State Highway Department agreeing to such an extension.

Please be advised by the terms of this letter we are not agreeing that we are in agreement with your concept of a third party claim, nor are we agreeing that we have any liability to your client, North Santiam Paving Co.

Please advise us as to your decision.

Very truly yours,

Edward F. Schultz

Edward F. Schultz
Civil Deputy

EFS:ds
cc: Jack Sollis
Counsel for Transportation Dept.

8578

May 15, 1980

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart Streets
Seattle, WA 98101

CCM 5
#8578

Gentlemen:

A part-final payment for $1,500.00 will be made to North Santiam Paving Co., on Contract No. 8578 for work on the Fox Valley-Mill City Section of FAS 4487 in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $319,235.69 including the part-final payment. Of the total $8,581.73 is for force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

FKN/gnk

cc: North Santiam Paving Co.
South 1st Street
Stayton, OR 97383

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

8578

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

RECEIVED
MAY 2 1980
LEGAL

April 29, 1980

Willis Graff, County Engineer
Linn County Road Department
3010 Ferry Road
Albany, Oregon 97321

NOTED
JACK L. SOLLIS

Re: North Santiam Paving Co. Claim

Dear Mr. Graff:

During our telephone conversation on April 28, 1980, I informed you that I was representing North Santiam Paving with regard to their claim for extra costs incurred due to being forced to perform the Fox Valley-Mill City Grading & Paving Contract during the 1978 season instead of the 1977 season.

As you already know, the reason North Santiam was delayed, was because the utility poles were not timely removed. Failure to remove poles obstructed North Santiam's performance beyond anything contemplated by the contract. As you were aware, the construction-finance agreement between Linn County and the Department of Transportation states under "things to be done by the County", that "1. County shall obtain the necessary right of way and material sources for construction of the project, and shall be resonsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project."

Simply stated, for whatever reason, the county did not provide the contractor with the necessary access to the construction site. As a result, the contractor was delayed by the interference of the state and the county.

A portion of North Santiam's extra costs in this matter are $16,832.36, $12,639.72 of this amount is broken out on Exhibit A. The remaining $4,192.64 is shown on Exhibit B, and is substantiated by Exhibit C.

In the event a lawsuit is filed in this matter, North Santiam will of course be required to include all its cost. For instance, a reasonable overhead and profit will be included.

I remind you that North Santiam will in all probability, file it's lawsuit by May 29, 1980. We would appreciate expeditious action on this matter by the county and the state, if there is to be any

settlement prior to commencement of litigation. Thank you for your cooperation and consideration.

Very truly yours,

Joseph A. Yazbeck, Jr.
For the Firm

JAY:bh/1187B/1

cc: Jack Sollis
Counsel for Department of Transportation

North Santiam Paving

North Santiam Paving

EXHIBIT A

P.O. BOX 516 / STAYTON, OREGON 97383
TELEPHONE (503) 769-3436

December 11, 1978

Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

Attn: Ken Wolf

RE: Fox Valley- Mill City Project No. 8578
Our letter of November 21, 1978 Additional compensation.

Equipment	Increase 1978 over 1977	1978 time	Increase
D5, D6 w/roller(rental)	50.00 per week	3 weeks	$ 150.00
D7 Cat 48A	3.00 per hour	103½ Hrs	310.50
J.D. Broom 301A	2.00	29	58.00
J.D. Grader 570A	2.00	230½	460.50
A/C Grader D-230	2.00	22	44.00
Cat loader & Cat Trax.	2.00	233½	467.00
Rollers	2.00	328½	657.00
J.D. Grader 770	3.00	183½	549.75
Water trucks	3.00	122 3/4	368.25
10 yd trucks & lowboy tractor	3.00	1125½	3,376.50
Tyrex dozer (rental)	800.00 mo.	1 month	800.00
5 yd truck	2.00 per hr	22 hrs	44.00
Fire truck	1.00	2½	2.50
Pickups	.50	386½	193.25
Service trucks (1 ton)	.50	89	44.50
Cat 12 grader	2.00	5	10.00
Barber Green/BlawKnox pa[illegible]	3.00	67	201.00
Blower	.50	3½	1.75
Case Backhoe	1.00	93½	93.50
Wacker	1.00	1½	1.50
			$7,833.50

Dump truck rentals:

1977 rate	1978 rate	increase	1978 Hrs	total
22.00 hr	25.00 hr	3.00	606¼	$1,818.75

Payroll:

1978 payroll	1977 Work.comp. and S.S.%	1978 Work.Comp. and S.S. %	total % increase
$57,567.38	17.2%	21.75%	4.55%

Total Payroll Tax increase $2,619.32

$ 12,271.57

Administrative (increase) @ 3% 368.15

TOTAL $ 12,639.72

ldb

EXHIBIT B

North Santiam Paving

P.O. BOX 516 / STAYTON, OREGON 97383
TELEPHONE (503) 769-3436

December 11, 1978

Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

Attn: Ken Wolf

RE: Fox Valley- Mill City Project No. 8578
Letter of November 21, 1978 - Additional compensation.

"Winterizing" project (due to carry-over into 1978 season)

Rock	45.60 ton	@ 5.00	$ 228.00
Supervision -	28 weeks →	@200.00	~~$ 5600.00~~
Replaced:	27 cones	@ 7.50	202.50
	4 lights,batteries, posts	@ 90.00	360.00
	5 signs	@ 26.50	132.50
			~~$6523.00~~
Administrative(increase)		@ 3%	195.69
			~~$6718.69~~ $4,118.69

SUPPLIER (North Santiam Sand & Gravel) - See attached

	1977	1978	Increase	-Quanity(1978)	Total
C-mix	7.00 ton	7.22 ton	.22 ton	3046.79 tons	$ 670.29
C-mix	7.60 ton	7.82 ton	.22 ton	1725.20 tons	379.54
Liquid A.C.	75.00 ton	85.00 ton	10.00 ton	302.50 tons	3025.00
PORTLAND CEM.	58.00 ton	64.60 ton	6.60 ton	17.85 tons	117.81
				TOTAL	$4192.64

ldb

EXHIBIT C

TO
North Santiam Paving Co.
P.O. Box 516
Stayton, OR 97383

FROM
North Santiam Sand & Gravel, Inc.
P.O. Box A
Stayton, OR 97383

SUBJECT Price Increase - Fox Valley-Mill City Section

DATE 9 / 5 / 78

MESSAGE Due to increase in Labor, Portland Cement and A.C. Asphalt material's furnished from our Company the price of material's will be increased as below: C-Mix Asphalt @ $7.22 per ton, E-Mix Asphalt @ $7.82 per ton, Liquid A.C. @ $85.00 per ton and Portland Cement @ $64.60 per ton. This Increase is XXXX due to the hold over on the Fox Valley-Mill City Section Job from last year.

Thank You

SIGNED

REPLY

SIGNED

DATE / /

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY

Rediforms 4S 472
Poly Pak (50 sets) 4P472

8578

xxxxxxxxxxxxxxxxx

113 Transportation Bldg.

April 18, 1980

Mr. Joe Yazbeck
Attorney at Law
1600 Cedar Hills Boulevard
Suite 102
Portland, OR 97225

file -

Re: Claim - Contract No. 8578

Dear Mr. Yazbeck:

As per our conversation on April 16, please find enclosed a copy of the agreement between Linn County and the Highway Division concerning the project that later became Contract No. 8578.

As you will note the county had the responsibility of obtaining the right of way and providing for the relocation and/or adjustment of any utility facilities.

I have discussed this matter with Highway Division personnel and as the county is responsible for any funds that are non-participating, it would appear that contractually the county is responsible for the amount of the claim that your client has made and I understand that Mr. Willis Graff is the engineer for the county. You may wish to discuss this matter with him prior to instituting your lawsuit and see if a settlement can be effected or whether they wish to participate in the defense of the lawsuit.

In the event you wish to talk to Mr. Bryan Jackmond in our Salem office, his phone number is 378-6318.

After discussing the matter with Mr. Jackmond, it does not appear that anything would be gained by further discussions with the Highway Division or by taking the matter to the Contract Claims Review Board as it is strictly a matter of legal interpretation of provisions of the Standard Specifications

and the Highway Division's position is that the only compensation for delay in this particular case is an extension of time.

Sincerely,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:hg
cc - Bryan Jackmond - You may want to send a copy of this to Willis Graff and tell him that the attorney will be filing a lawsuit by the 29th of May if it is not settled.

BOLLIGER, HAMPTON & TARLOW, P. C.
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
F. GORDON ALLEN
DOUGLAS P. DEVERS
JOSEPH A. YAZBECK, JR.

NOTED
JACK L. SOLLIS

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171

RECEIVED
APR 18 1980
LEGAL

April 16, 1980

Mr. Jack Sollis
Counsel for Department of Transportation
Room 113, Department of Transportation Bldg.
Salem, Oregon 97310

RE: North Santiam Paving, Contract No. 8578

Dear Jack:

This will confirm our conversation of 16 April 1980 in which you told me that you would send me a copy of the State's contract with Linn County for the paving work done in the above referenced contract.

After you have talked to Bryant Jackman, I would appreciate hearing from you if there appears to be any benefit in a meeting between me and my clients and you and Mr. Jackman. We might get the county involved in such a meeting.

Very truly yours,

JOSEPH A. YAZBECK, JR.
For the Firm

JAY/djr/0565B

cc: North Santiam Paving Co.

8578

Linn Co.

ROAD DESIGN SECTION

K. D. Wolfe
Resident Engineer

September 24, 1979

Lyle K. Watson

From: Lyle K. Watson
Final Design Engineer

Subject: Fox Valley-Mill City Section
Lyons-Mill City Road
Linn County

Grades used were as submitted by the Location Engineer except in the vicinity of Station 370 where adjustments were made to match S. W. 8th Avenue on the right and the tavern parking lot on the left. Adjustments were made based on the submitted field notes. Field submitted cross-sections were used and returned with the project data. There may have been an error in the initial datum or two different datums were used, requiring recross-sectioning.

A detour had been considered in place of stage construction. We don't remember all the details as to who objected but one of the considerations was to keep log trucks off of residential streets and away from a school. Normally, resurfacing of the city street used for a detour would be required.

The requirement for physical protection on the existing embankment on the curve on the west unit became evident only after the clearing had been done.

Stage construction, shown on the plans, is a method of moving traffic through contractor's work area. The finished grades are not expected to fit the staging grades.

Without actual levels of the existing pavement available, allowances for patching and leveling have been, at best, a guess. Past practice was to allow one inch cover for the existing pavement width for patching and leveling quantities. Current practice is to use one and one-half inch cover for these quantities.

LKW:ja

cc: C. T. Keasey
C. O. Fredrickson

Versteeg
Anderson
Christensen
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
SEP 25 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

file:522-1071

REFERRED TO
Board Stoudenmeyer
Cole Semple
Eriksen Warnock
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 05 1979
ROAD DESIGN SECTION
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Return To
Bring By
Action
Vorseog Anderson Christensen Olson Sullivan Terpin Trout Wakerlig

CONSTRUCTION ENGINEER'S NARRATIVE REPORT

Fox Valley - Mill City Project
Lyons - Mill City Road
Linn County
Contract No. 8578
Prefix No. 522-1071

TABLE OF CONTENTS:

1. General Information
2. Contract Time
3. Temporary Protection and Direction of Traffic
4. Flagging
5. General Excavation
6. Drainage
7. Aggregate Base
8. Asphalt production
9. Tack Coat
10. Asphalt Concrete laydown
11. Asphalt Concrete compaction
12. Seeding and Mulching and Tack Mulching.

GENERAL INFORMATION

Bids were received 7/28/77.
Contract awarded to North Santiam Paving Co. on 8/1/77.
Specified completion - 90 calendar workdays.
Workday count commenced 8/15/77.
Anticipated completion date 11/12/77.
Pre-construction Conference held 8/12/77.
Work commenced - 8/16/77.
Overall length of project - 5.52 miles.
Total length of work areas - 1.11 miles.

At the Pre-construction conference the contractor indicated his intent to start work immediately and did so on a following Tuesday. The County Engineer noted that the merchantable timber on the project, by R/W agreement, belonged to the property owner and was to be cold-decked on his property. This was not noted on the plans or in the Special Provisions and should have been as the contractor had anticipated salvage out of these trees.

Pacific Power and Light stated it would take two weeks of work to do their relocations. Telephone (both Bell and Continental) also had re location work as well as did Northwest Natural Gas. The R/W was purchased by the County and all contacts relating to utility revisions or relocations were also the responsibility of the County. A very serious breakdown in communication resulted in that the utility representatives were not led through the plans step by step, as they customarily are on projects handled by our Region Utility Engineers and they were unaware of the magnitude of the relocation work involved.

Cont.

The job could not be constructed as designed until the utilities, especially the power Co., had made their relocations and as a result the project could not possibly be built in the contract time allowed. In reality, only the clearing work could be done and the project was then shutdown until the following year awaiting the power line moves. The exisiting poles were in direct conflict with the stage construction. The power company worked a very small crew and only put in 3 to 4 hours a day on the project. They refused to bring in extra crews or to work overtime. As a consequence, the anticipated two weeks of relocation actually took until October 14 - about 9 weeks and put the job into the winter rain season. As noted before, the County purchased the R/W and some delays resulting from R/W commitments also resulted. On future projects, the Region R/W and Utility Engineers should be given more responsibility in insuring that communications on the early stages of contract preparation and bid letting are better handled, even through the outside agency is directly responsible.

The basic project consisted of two work areas with a "no work area" gap of about 1¼ miles separating the units. The West Unit was designed as a waste area for the main widening project (from Deford Bridge into the center of Mill City). Selection of this site as a waste area also made it possible to eliminate a very hazardous sharp curve that encroached on railroad R/W.

The main unit was designed to be constructed in a stage sequence. Because of the utility delays, the County (the following year) obtained permission from the City to institute a detour that bypassed the project and thus eliminated the need for stage construction.

Construction then proceeded without any unusual problems except that several problems were encountered in handling the spring and spring box (private water supply) on the West unit. After construction was completed, many springs at an elevation about half way up the embankment showed up, full length of the fill. A test hole was drilled on the opposite side of the highway but no conclusions were made from it. The fill has sloughed slightly all along the seep line and the County has agreed to observe the problem through the winter and if further problems result to ask assistance from the State.

(1) The planned grades were not workable throughout the entire project. This required re-cross-sectioning of the job and redesign of the grades.

In order to perpetuate an existing drainage channel (an ox-bow from an old river channel) at the toe of the fill on the West unit), a construction easement had to be obtained and an 8 foot bottom channel was constructed.

At the County's request, the project limits were extended (by Price Agreement) on the east end to include an "E-mix" overlay from the end of normal project limits, through town and to the south side of the bridge over the Santiam River. A P.A. and SFO were written and the funding was 100% County.

The State, at some earlier date, was deeded the old railroad R/W on the south side of the highway in the main unit work area. Because of tight restrictions with slopes along the railroad embankment, the utilities (Bell Telephone and Pacific Power and Light) were given permission to place their facilities on the old railroad grade. The power poles were placed to present the least amount of conflict if the grade is ever used for a bicycle path. The telephone line is buried and on the opposite side of the railroad roadbed.

Cont.

CONTRACT TIME:

Ninty days was a very short time frame for the work involved on this project. It was also let too late in the year, especially considering the last stages of work would be done in November and consisted of"E-mix" paving which requires a minimum surface temparature of 60°F. On Sepetember 27, 1977 the project was shutdown, in part, due to extremely wet weather. This means that out of 90 days of time, the contractor had only 42 days to effectively pursue the contract. And of course, he could not even do this as he was completely held up by utility relocation delays. The contractor was granted a time extension equal to the excess days used.

There is a pending claim against the State for added costs to the contractor resulting from having the contract delayed a full construction season.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

The contract called for terminal signing plus work area signing and stage construction signing. The terminal signing was installed and a minor amount of work was done the first fall, all of which was off the travel areas. The job was soon shut down due to utility delays and did not resume until the following year. The County, in an effort to get the project completed in the shortest time, obtained an OK from the City to detour traffic around the project (over City streets), which we did. This eliminated the need for work area signing and stage construction signing. Additional detour signing was required and a P.A. was written to document all the changes. This reduced construction time by eliminating the stage construction and saved considerably on temporary surfacing materials that would have otherwise been used. It should have been included in the original contract. The contractor experienced a heavy loss during the project from loss of cones and from vandalism and theft of flashers, signs and posts. Many signs used for temporary signing were found, after installation, to be non-specifications. They were made of various thicknesses of plywood, different grades of plywood and a few had non-specification legends.. They were adequate for the purpose and the contractor agreed to a rather severe price adjustment in lieu of replacement. The same supplier furnished signs for another project and a price agreement is pending for it. This apparently has become a common practice on temporary signing. It is my feeling that temporary signs do not need the rigid requirements that are called for on the permanent signs. This is especially true for "specialty" signs. They are only used once and the only rigid requirement necessary is for the legend and reflective material. Even the regular stock-type signs could be made out of ½" shop grade waterproof plywood as the reflective ability and the readability of the signs is shot long before the plywood goes to pieces (due to rough handling, poor storage, etc.). I believe a great savings could be made on this item.

The exisiting embankment on the curve on the west unit was high and steep. After the vegetation was cleared it became very evident that some type of physical protection was needed to protect the traffic from dropping off into the ravine. The tangent on the west end could easily lead traffic, at night, into the ravine. It became necessary to bring in temporary concrete barrier and place it along the inside of the curve for most of the length of the west unit. This was constructed and later removed on an extra work basis. Some provisions should have been included in the plans.

FLAGGING:

Because, under price agreement, a detour was instituted that took the traffic off the

Cont.

job, a good share of the flagging was not needed.

GENERAL EXCAVATION:

After the clearing and grubbing was performed, only a token amount of grading was performed in 1977, due to the utility delays and winter setting in. After starting to stake the job, it was realized that the IBM grades did not fit the existing pavement and stage construction areas as shown on the plans. However, because the contractor wanted to start work immediately, the entire job was staked using these grades. After the job shut down for the winter new grades were computed and the job was restaked the next year. As the job progressed it became evident that there was not nearly enough excavation material to make the embankment on the west unit. Cuts were restaked to take every yard available on the project. A borrow source (State pit) was located on the other side of the river. It was surveyed and cross-sectioned and 3,732 cubic yards were hauled to the west unit. An additional 1,342 cubic yards above the original estimate of 11,325 cubic yards were obtained by changing slopes within the job limits. Most of the increased embankment was required due to the original quantities not taking into consideration the extra embankment width necessary for guard rail and for the guard rail flares on each end. Compaction was easily obtained as the materials from the project and from the borrow were of a sandy pit run variety or a sandy loam. This, however, had a negative effect in that it required an aspalt curb, on price agreement, to be constructed full length of the fill (west unit) to control slope erosion and included a short paved channel down the slope at the low point. Compaction on the fill on the west unit was attained with a towed vibratory Hyster grid roller. Subgrade compaction on the rest of the job was performed with a Terex steel wheel tandem vibratory roller.

DRAINAGE:

In general, the drainage was constructed as shown on the plans. Because of slope restrictions, an open ditch was impossible on the south side of line just west of 8th Ave. An inlet was used instead and the existing pipe at Sta. 369+50 under the roadway was utilized in place of being replaced and was simply extended on the left side of centerline. The pipe at 11th Ave. was at a crest in the drainage and was eliminated. The deep ditch on the right side from Deford Bridge to 11th Ave was random filled to eliminate the roadside hazard. As noted earlier, provisions for draining an existing old oxbow at the toe of the fill on the west unit was overlooked on the plans. A construction easement was obtained from the property owner by the County and an eight foot channel was constructed at the toe of the fill.

Also, as noted earlier, problems were encountered with the spring that was to be perpetuated (at the County's request) on the west end of the west unit. This was the property owners only supply of domestic water. Through R/W negotiations, the County was to replace the spring with a drilled well. After many attempts, the County finally came up with water but it was highly mineralized and they insisted we put the old spring (buried under our fill) back into operation. This took several tries with perf. pipe and sand backfill with the spring breaking out afterwards at different locations. As a last resort the excavation into the old ground under the fill was blanketed with imported large rocks, feeding into a perf. pipe and eventally into a concrete collection box and this has worked OK. Our experience with perf. pipe and sand backfill was negative in both tries in containing this spring. We found that, in re-excavating a previously laid run of pipe, that

Cont.

the water ran on top of the sand (specification concrete sand) instead of filtering through it to the perf. pipe. I have seen this happen before. I think the use of sand should be eliminated and a coarse open graded rock or gravel should be used for perf. pipe backfill.

After the project was paved, it was discovered that a 24" culvert under the railroad fill at Sta. 364+00± had been overlooked on the location and was not shown on the plans. The pipe was intended to drain from south to north (toward the river) and drain a sizeable residential area south and east of this station. The outlet end of the pipe was completely buried under the old roadbed ditch line and apparently had not been operating for years. The natural ground in the area is old river bed and apparently all drainage seeps away. It is low in elevation and would have been costly to extend across the new pavement and the County has written a letter acknowledging the existance of the pipe and accepting the responsibility of it in the future.

AGGREGATE BASE:

This was furnished by a commercial supplier (North Santiam Sand and Gravel) out of Gates pit on the North Santiam River just downstream from Gates. The rock was clean, durable and well crushed. No problems were encountered. Local traffic caused surface ravelling and considerable water was required for dust control.

ASPHALT PRODUCTION:

Mix for the project was produced by North Santiam Sand and Gravel in a 4000 lb. batch plant at their commercial plant in Stayton. Many problems were encountered during the first three days of production on "C-mix" and they were finally shutdown while all new screens were installed. They were able to get into specifications on the first test.

The "E-mix" was produced from the same plant. An auger was added to meter the portland cement. The "C-mix" was out of specifications, mostly on the high side on the number 10 screen and a $1,200± penalty was assessed. The "E-mix" was produced very close to specifications, although a $170.± penalty was accessed for minor variations on the ¼"-& #10 screens. Other than looking extremely rich in liquid asphalt - which it wasn't - the "E-mix" seemed to be very well graded and there were only minor problems in mixing and delivering to the job site which included a 17 mile haul. (See Asphalt Laydown.)

The contractor requested a change in specifications for the "E-mix" to allow a maximum aggregate size of ½" in place of 3/8". The State concurred in the request and a price agreement was written. The lab and Region were also in favor of this change as problems had been encountered on earlier jobs with stability and flushing.

TACK COAT:

5.62 tons of tack was used on the regular contract and another 1.1 ton was used on the overlay extension for the County. Only 2 tons were anticipated in the Special Provisions. It was also to be paid for at the same unit bid price as the liquid asphalt in the asphaltic mixture. The existing roadway was badly alligatored and a large amount of additional tack was used in trying to seal these cracks. Since quantities of tack used vary considerably depending on existing road conditions, time span between paving operations, and on individual engineers preferences it would seem appropriate on a project of this

size to have a separate pay item for the tack as there is a greater cost involved for the contractor in the application of it.

ASPHALT CONCRETE LAYDOWN:

Plans called for a 2" C-mix base plus a leveling course with a 1½" E-mix wearing course. Because of the multitude of short dips and rolls in the old pavement and meandering of the new centerline from one side to the other, a tremendous overrun of leveling quantities resulted. The plans did not allow enough quantities to construct a minimum 2" over the old A.C. without considering the leveling. Some of the deficit in leveling quantities was made up by sandwiching thin lifts of aggregate base between the old and new A.C. This is poor construction and was not called for in the plans. (9) Consideration should be given to getting more accurate quantity measurements where the existing roadbed is badly distorted, either longitudinally or transversely, or centerline crown is shifted from one side to the other.

There was no problems with laydown on the C-mix. A Blaw Knox PF 500 paver was used running 16 feet wide through most of the job. Where 10 foot shoulders were called for, 2 machines were used. C-mix was used on approaches and a Layton Box was used giving an excellent appearance. As noted earlier, minor problems were encountered with the E-mix in that the temperature was held on the high side due to the long haul. This caused a few asphalt boils or slicks (which were dug out immediately behind the machine and replaced with good mix) and a minor amount of slumping in the truck beds on a few loads before it was corrected. The texture and ride of the E-mix (1½" final lift) turned out extremely good and we have had many favorable comments about it. E-mix was also machine laid on the intersections and hand feathering of the tapers turned out very good.

Also as noted earlier, the County requested the project be extended on the east end to allow for an E-mix overlay of the city street section. This was done on price agreement totally at the County's expense.

ASPHALT CONCRETE COMPACTION:

The special provisions called for a minimum 4 passes with a minimum 10 ton roller on both C and E-mix. To monitor the compaction, we set up a test rolling pattern using the nuclear guage and it was found that a density peak was generally obtained in 3-5 passes. Due to lack of personnel, the compaction was not checked as often as we would have liked, but the inspectors did police the minimum 4 passes required..

It is our feeling that the 15 minute time limit for making the four passes is too long for the E-mix. It is generally put down in thin lifts of 1" - 2" and laid at low temperatures. It cools out so rapidly that initial compaction must be obtained almost immediately and final rolling, especially on cooler days, should be done within 5-10 minutes.

SEEDING, MULCHING AND TACK MULCH:

There was no problem encountered in applying the seed and mulch. It took one day to do the project. The sub-contractor was given permission to use a new type of tackifier on the chopped straw. It appearred to work OK and is a slightly cheaper product. The only problem that I could see is that it is colorless and it is difficult to tell whether it is being applied evenly in the straw.

K. D. Wolfe

K. D. Wolfe, Resident Engineer

end.

8578

DATE: September 7, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Fox Valley-Mill City
Contract No. 8578

Funds authorized for this federal aid grading and paving project will be exceeded. An additional $96,430, or 32 percent, in authorization is needed to cover the estimated costs.

The major overruns occurred in General Excavation ($5,103), Borrow Material ($16,420), and Asphalt Cement in Mix ($14,675). Incomplete location data was the main cause for these overruns.

The project extended into a second construction season. Safety measures during the winter months required $6,370.

The additional construction season, incomplete location data, additional engineering on overrun items, and inexperienced crews contributed to an engineering overrun of $62,530. Of this amount $30,945 is nonparticipating.

It is recommended that the authorization for this project be increased by $96,430 to a new total of $397,940. This matter will be on the consent calendar for your September 19 meeting.

OBJ:DA:fr jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell
Kenneth Wolfe

8578 2.

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Construction Branch 378-6318
DEPT. TELEPHONE

DATE: September 6, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: O. B. Jackmond
for Contract Administration Engineer

NOTED
H. S. COULTER

SUBJECT: Request for Increase in
Project Authorization
Fox Valley-Mill City
Contract No. 8578

Funds authorized under the project authorization on this federal-aid grading and paving project will overrun by $96,430, or 32 percent. The project was accepted February 26, 1979. Time in reviewing and justifying engineering charges delayed submittal of this request.

Major overruns in the bid items were General Excavation ($5,103) and Asphalt Cement in Mix ($14,675). Incomplete location data and omissions in the quantity calculations were the contributing factors in the overrun. For the same reason, borrow material was required which amounted to $16,420.

Utility delays caused the project to run into a second construction season. Safety measures for the winter months cost $6,370.

Engineering overrun amounted to approximately $62,530. Incomplete location data, inexperienced crews, additional engineering required for the earthwork overrun and extending the project over two construction seasons were contributing factors in the overrun. Of the overrun amount, $30,945 would be nonparticipating. This amount will be split between the State and the County.

PCRB approval is not required.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Request for Increase in Project Authorization.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
Kenneth Wolfe
Robert Church

8578

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 30, 1979

Salem, Oregon

FILE: 522-1071

FROM: Gerald Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Construction Project Overrun
Fox Valley-Mill City Section
Lyons-Mill City County Rd.
FAS-C
Contract No. 8578

Region submits the following responses to the five numbered questions in your March 6 letter relative to the subject matter:

1. WINTER CHARGES: Mr. Wolfe's crew did not winter on this project any more than any other crew would. Weekly reports do not show engineering work accomplished or engineering charges except by weekly subtraction. The charges, however, are shown on the attached tabulation. Please note over $7,000 charges by the Lab and others. Also over $9,000 of overtime. The overtime relates to:

   a) Running the centerline in a short time-frame because of a late season letting with a short completion time,

   b) The remoteness of the project, and

   c) A mishmash of personnel.

   Wintertime charges relate strictly to grade revisions necessary to:

   a) Keep from cutting the existing pavement where it was to be saved and

   b) To minimize overlay quantities.

   These changes and the restaking to accommodate the changed grades were explained in earlier reports from Mr. Wolfe. Another restaking later occurred to overcome the lack of common material.

2. IMPROPER CHARGES: Mr. Wolfe is an extremely honest man. I believe the charges he made were proper charges of the work that he had done to construct this project in a workmanlike manner. Possibly a different Resident Engineer, even with the same crew and the same circumstances, could have constructed this project with less engineering expense. However, Mr. Wolfe persevered to minimize actual construction costs, achieve good construction practices, and do all of the things he felt he had previously been instructed to do.

We did have Mr. Wolfe assist in tabulating charges that could have been made to location had the location included the details:

Establish centerline	20	Man Days
Locate borrow	16	" "
Survey channel change	10	" "
Extend project	8	" "
Establish grades	30	" "
Total	84	Man Days

The attached sheet estimates this cost at $7,000 or 29 percent of the engineering authorization. This estimate doesn't include office rent, equipment, or expenses.

We do run in the centerline on approximately 70 percent of the locations performed in this Region. It would have been particularly desirable to run centerline and three-line levels on this project. Unfortunatley, we were pressed to submit the survey in a short time-frame between May 6, 1976 and June 24, 1976 which encroaches into the usual construction season. There was no need for a borrow then as waste from the original project was being considered to flatten a curve to the west. That curve flattening was subsequently added. The channel change should have been caught when the curve flattening was added to the project. The project extension was for the convenience of Linn County.

3. TRANSFER OF CHARGES: Warren Richards recently sent a copy of G. L. Green's August 10 letter about preliminary engineering costs on the SE Johnson Creek Blvd. at SE Bell Ave. (FAU 9704 Project M-9704 -1-). That letter indicated preliminary engineering work not done until the project was under contract could not be backcharged to the location prefix. I presume this holds for this project too.

4. NOTICE TO COUNTY: Phil Stearns contacted Willis Grafe of Linn County this morning. Mr. Grafe, through telepathy (or however he does it), was fairly well aware that Linn County needs to make an additional deposit of approximately $18,000. Linn County will do so as soon as a billing is submitted to them. I would first request your office to once again review all of the non-participating Extra Work Orders, Price Agreements and bid items on this project to determine if they couldn't be converted to participating. There is nearly $18,000 of such non-participating items as indicated on the attached Job Cost Summary. After your office has made such a review, it would then be appropriate for you to request the Local Government Section to make an interim billing of Linn County. I don't believe a final billing can be made until all of the contractors claims are resolved. That may result in some litigation.

5. FUTURE: Mr. Wolfe blamed this excessive engineering overrun to basically the following reasons which I follow with the changes proposed and put into affect by Region:

   a) Personnel-Mr. Wolfe lost all of this HE-I's virtually simultaneously. Their replacements were of limited qualifications and interests. He currently has as balanced a crew as most any other Resident in this Region with possibly one exception on which Region is working with him to resolve.

   b) Distance-The remoteness of this small project did add to the engineering expense. Currently Mr. Wolfe has one small project in the same direction and two larger ones in the opposite direction. Unfortunately the work on all of these projects will be done at differing times. We can not at this time overcome his travel expense on those projects except the larger size does help. In the future, however, Mr. Wolfe is assigned a large project right here in Salem virtually without any travel involved.

   c) Location Plans-Mr. Wolfe has been somewhat critical of the location plans on this project. He has a right to be so with respect to the gradeline, the waste area foundation, channel change, and traffic protection, detour, and project extension. The waste area, detour, and project extension all involved items Mr. Wolfe, this office, Local Government Section, and Final Design were trying to oblige Linn County. For the future, we have clearly assigned Mr. Wolfe to the Front Street project here in Salem.. He has several months to run in centerline, set right of way, and obtain elevations and other pertinent information on the location prefix. This also gives him an opportunity to review and improve upon the construction plans. We also have the Region Location Office to improve uniformity of our location plans.

   I believe Mr. Wolfe tries to do too good of a job and needs to involve himself in less project detail and rely more on his project personnel. To achieve this I have asked him on one of his current major overlays to brainstorm for ideas that would reduce construction engineering expense. He has done so. I also charge him by a copy of this letter to keep all future engineerng costs within the project engineering authorization. If he finds he cannot do so, he is to inform this office in writing and explain the reason why he cannot and what action he proposes either by his office, this office, or your office to bring it within balance.

I believe the above answers all of your questions and should close the matter of construction engineering on this particular project

but certainly it needs to be open for future projects. We might have provided more detail with more time as this matter was only assigned to me August 15, and I had to completely familiarize myself with the project in the intervening time. If we can be of further assistance on this matter, please let me know.

Attachments

GW/rgl
cc: D. H. Moehring
Ken Wolfe

Fork Valley

Costs to County

1) Non Participating
   a) Rd item, EHD, Pa, Etc — 17,789.82
   b) Engr
      78,413.24
      less 15% (304,125.33) 45,619.48
      50% of 32,793.76 — 16,396.88

2) 7% Participating items
   347,356.56
   .07 (380,150.32 − 32,793.76) — 24,314.96

Total — 58,501.66

Paid to Date

Advance Deposit — 35,200
Extend Project — 1,678.04
Total Paid to Date — 40,878.04

Remainder — 17,623.62

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		ACTIVE YRS BEG	ACTIVE YRS END
YACHATS-DEANER CP	CONT	8768 & FA PROJ NOS RS 522001 100							STATE	
	5	1005	201	00 P 1			229,365.00		78	79
	5	1005	206	00 N 1			277.57		79	79
	5	1005	296	00 N 9			23,552.25CR		78	79
	5	1005	297	00 N 9			16,600.00		78	78
	5	1005	298	00 N 9			16,052.25		78	79
	5	1005	900	00 P 1			2,183.03		78	79
	5	1005	900	00 N 1			90.47		78	78
	5	1005	920	00 P 1			18.59		78	78
	5	1005	950	00 P 1			330.20		78	78
			TOT	P1			331,897.22			
			TOT	N1			358.04			
			** JOB TOTALS **		**	**	25,255.26	**		
SPRR KING MAIN ST (TOLEDO)	CONT		FA PROJ NOS RRP 176003 100				00		STATE	
	5	1038	900	00 H 1			9.41		76	76
			TOT	N1			9.41			
			** JOB TOTALS **		**	**	9.41	**		
FOX VALLEY-MILL CITY RD	CONT	8578 = FA PROJ NOS RS 487001 100					00		STATE	
	5	1071	201	00 P 1			304,129.85		77	79
	5	1071	201	00 N 1			16,605.04		78	79
	5	1071	203	00 P 1			3,500.00CR		78	79
	5	1071	203	00 N 1			560.00		79	79
	5	1071	206	00 N 1			63.29		79	79
	5	1071	270	02 N 1			72.73		77	79
	5	1071	296	00 N 9			315,923.00CR		77	79
	5	1071	297	00 N 9			32,033.00		79	79
	5	1071	298	00 N 9			233,345.00		77	79
	5	1071	900	00 P 1	3.51	3.51	178,413.24		77	79
	5	1071	900	00 N 1	36.46	36.46	544.95		79	79
	5	1071	920	00 P 1			51.03		78	79
	5	1071	950	00 P 1			1,066.15		78	79
			TOT	P1	3.51	3.51	380,150.32			
			TOT	N1	36.46	36.46	17,789.82			
			** JOB TOTALS **		39.97 **	39.97 **	397,940.14	**		
UPPER CALAPOOIA RIV BR	CONT NO 8726	FA PROJ NOS RS 482001 100							STATE	
	522	1032	201	00 P 1	24,851.10	24,851.10	487,764.55		78	79
	522	1032	201	00 N 1	17.01	17.01	5,607.95		79	79
	522	1032	204	00 N 1	21,329.66	21,329.66	2,000.00CR		78	79
	522	1032	270	01 P 1			226.55		79	79
	522	1032	296	00 N 9	15,969.83CR	15,969.83CR	427,813.43CR		78	79
	522	1032	298	00 N 9	15,969.83	15,969.83	427,813.43		78	79
	522	1032	900	00 P 1	2,696.57	2,696.57	61,059.01		78	79

U

Estimate of Additional
Work days during Const.

(5 crew days)

Establish ℄ — 20 man days 20

Locate Borrow Area — 4 CD 4

Survey Ch. Ch. — 10 MD 3 CD 10

Extend Project — 2 crew days (8 MD) 8

Establish Grades — 30 man days 30

84

7.95	24	HEI	@ 87.45	=	2,098.80
6.83	14	ET 1	@ 68.42	=	957.88
5.65	28	"	@ 62.15	=	1740.20
11.18	16	" 4	@ 122.58	=	2213.64
			Total		7010.56

29.32%

Expenses (meals) 1700 = 7.1%

PE costs for extending the original project

CHARGES.

LINN COUNTY
CONTRACT No. 8578

MONTH	OVERTIME/EXCESS RESIDENT ENER.	LAB	OTHERS
JULY 1977	NO CHARGES THIS MONTH		
AUGUST 1977	1,074.86 (694.52)	⊖	24.00
Sept. 1977	9,046.24 (21,381)	1235.05	47.23
OCT 1977	IBM PRINTOUT (10454)	MISSING	
NOV. 1977	4,234.29	—	418.77
DEC. 1977	1,104.38	266.00	44.65
JAN 1978	3,540.40	⊖	142.91
FEB 1978	36.00	⊖	⊖
MARCH 1978	119.80 (16.36)	⊖	⊖
APRIL 1978	1,463.25 (141.13)	⊖	1.20
MAY 1978	2,620.65 (-(16.77))	⊖	2044.80
JUNE 1978	2,118.38	227.49	267.81
JULY 1978	- 403.16 (444.82)	102.00	24.00
August 1978	10,572.81 (6,422.06)	267.56	35.79
SEPT. 1978	20,130.68 (1,345.74)	264.75	7.21
OCT 1978	6,386.56 (13.59)	520.75	1201.14
NOV. 1978	- 2,87?.17	270.15	-582.85
DEC 1978	1,608.91	⊖	128.93
JAN 1979	1,852.39	⊖	142.91
FEB 1979	1,361.55 (9165.99)	⊖	328.36
TOTALS	63,985.90	3155.75	4277.36 = 71419.01
PERCENT of AUTH.	267.6 %	13.20 %	17.9 %

(NOTE: OVERTIME QUANTITY IS INCLUDED IN MONTHLY TOTALS)

THE DIFFERENT IN TOTAL & PRINT OUT TOTAL IS LIKELY DUE TO THE MISSING OCT PRINTOUT.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

Oregon Project M-9704(1)
S.E. Johnson Cr. Blvd. at S.E. Bell Ave.
IAH-9704 (S.E. Johnson Cr. Blvd.)
SUBJECT: Clackamas County

DATE: August 10, 1979

In reply refer to: HFO.1-OR

REGION 2 ENGINEER
RECEIVED
AUG 17 1979

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The recently submitted modified project agreement for the subject project has been reviewed. We are unable to retroactively approve the additional preliminary engineering funds for this project. The original amount authorized on October 21, 1974 for preliminary engineering on this project was $5,000. This amount was subsequently increased to $9,000 on July 15, 1975; $10,500 on January 5, 1977, and $12,500 on March 3, 1977. The project was completed on November 9, 1977 and final acceptance given on February 27, 1979. For these reasons, your request must be denied.

For Miller - Mill Ck engr.
Proposed preliminary engr. change doesn't look promising. WK

G. K. Hansen
for G. L. Green

Keavy — RECEIVED — Richards
Jackmond — Berg
Hopkins — AUG 15 1979 — Inloes
Williams — Widmer
Johnsen — CONSTRUCTION BRANCH — Gebauer
Glenn — Church

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
FOR

8578

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8578

Salem, Oregon

July 23, 1979

FROM: M. D. Glenn
Quality Control Engineer

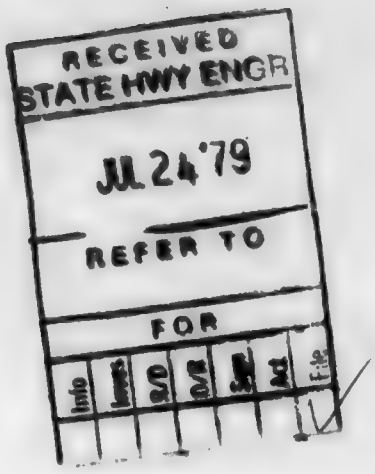
TO: MEMO TO FILE

SUBJECT: Fox Valley-Mill City
RS-A-487(1)
Contract No. 8578
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

Per our March 1978 agreement with the FHWA, the reduction in price for non-spec Class "C" and Class "E" A.C. mixtures does not have to be recomputed, as all failing test results were used in the calculations on this project.

MDG:fr

cc: H. S. Coulter
FHWA
C. O. Fredrickson
Ken Wolfe
Bob Church
John Jenkins
Jim Kinns - Accounting
Test Files



81.7J4.3030

8578 OREGON STATE HIGHWAY DIVISION

Set up file -

FILE: CON 5 #8578

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 17, 1979

RECEIVED
JUL 23 1979
CONTRACT ADMIN.

NOTED
R. L. SOLLIS

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Claim Meeting
Fox Valley-Mill City
Contract No. 8578

Contract Admin

TO: MEMO TO FILE

On Wednesday, July 11, 1979 a meeting was held in the Region II conference room to provide a Construction office review of the contractor's claim on the above project. The following persons were in attendance:

Name	Representing
Ralph Bochsler	North Santiam Paving Company
Lee Bensing	North Santiam Paving Company
Ron Williams	Attorney for N. Santiam Paving Co.
Mike Huddleston	Asphalt Paving Ass'n. of Oregon
Willis Grafe	Linn County
Don Berg	Oregon State Highway
K. D. Wolfe	"
T. W. Litchfield	"
C. O. Fredrickson	"
O. B. Jackmond	"

CONTRACT BACKGROUND DATA

This is a Federal Aid Secondary (County) project in Linn County. Significant events and dates are:

Contract Awarded	August 1, 1977
Specified Completion	90 calendar work days
Time count started	August 15, 1977
Preconstruction Conference	August 12, 1977
Work started	August 16, 1977
PP&L Commenced	August 29, 1977
Stop work order effective	September 28, 1977
PP&L completed adjustment	October 14, 1977
Stop work order rescinded	June 11, 1978
Work resumed	July 9, 1978
Project completed	September 26, 1978
Contract time used	136 calendar work days
Additional time granted	46 calendar work days
Liquidated damages	0

Utility adjustments were essential to the completion of this contract. Of the 11,325 cu. yds. of General Excavation in the project, approximately 7,500 cu. yds. were in areas that could not be removed prior to relocation

of the PP&L power line. Calendars for the months of August, September and October, 1977 depicting the weather, contractor's operation and utility company activities are included in Attachment 1 to this memo. The Contract Special Provisions for this project contain the following statement:

> 105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of this project during the life of this contract:
>
> 1. Pacific Northwest Bell Telephone
> 2. Continental Telephone Co.
> 3. Pacific Power and Light Co.
> 4. Northwest Natural Gas Co.
> 5. Santiam Cablevision
>
> The contractor shall, at least 24 hours in advance of performing any work in the immediate vicinity of utility lines, contact the utilities to request the location and marking of buried utility facilities. This project is located within the area covered by the Linn-Benton Utility Coordinating Council which has set up a "One Call" System for notifying all owners of utilities of work being performed in the vicinity of their facilities. The "One Call" System telephone number is 752-8631.
>
> Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the County. The contractor shall contact the County for information regarding these arrangements.

A "stop work" order was issued by Resident Engineer Wolfe by letter of October 3, 1977 to North Santiam Paving Company. The order was effective "at the end of shift Tuesday, September 27, 1977." The order was issued due to "Delay in removal of utility poles in certain critical areas ----- delaying the start of the stage construction sequences", and "The lower elevations of the embankment ----- are supersaturated and will require a reasonably long period of drying -----." A copy of this "stop work" order is shown as Attachment 2 to this memo.

CLAIM HISTORY

The contractor, North Santiam Paving Company, submitted a letter of claim notice, dated November 21, 1978, to Resident Engineer K. D. Wolfe stating that a claim for extra compensation due to "delays beyond the control of the contractor" would be submitted. Subsequently, in letters dated December 11, 1978 and January 24, 1979, the claim was quantified by the contractor, and is summarized in the contractor's letter of February 12, 1979. The claimed amount was:

1. Equipment, rentals, payroll	$12,639.72
2. Winterizing project, supervising, replacement items	6,718.69
3. Materials (supplier)	4,192.64
Total	$23,551.05

The contractor's claim was denied by letter of January 11, 1979 from Resident Engineer Wolfe to North Santiam Paving Company. The claim was reconsidered at the contractor's request and again denied by letter of May 29, 1979 from Resident Engineer Wolfe to North Santiam Paving Company.

CONTRACTOR'S CLAIM PRESENTATION

Attorney Ron Williams presented the claim in behalf of North Santiam Paving Company. The items and amounts claimed for additional compensation remain unchanged from those previously submitted by North Santiam Paving Company.

The contractor's claim is substantially as follows:

The 1st stage of this project required clearing and grading on the south side of the roadway. This work could not be accomplished until utility relocations - particularly the PP&L pole line - were completed. At the project preconstruction conference, PP&L representatives said it would take about two weeks to move their pole line. From September 12 through September 16, the contractor changed his operation and worked on the north side of the roadway - an out of sequence operation - since the PP&L poles were not moved. A "stop work" order was issued on October 3, retroactive to September 27 and the power poles were still not moved. The "stop work" order was rescinded on June 14, 1978 and the project was completed in August of 1978. This one year delay resulted in added labor, equipment and materials costs to the contractor. There is no question that the utility pole relocation caused this delay and that they were not relocated in a timely manner.

Under Section 105.06 of the Standard Specifications, there is a duty upon the State to assure utility relocation "as soon as practicable." The requirement to "negotiate" and "endeavor" was not done by the State (and/or County, since County was responsible for utility adjustments per project Special Provisions). There is an implied warranty that the State will attempt to facilitate the performance of utility companies. The State did not do this and the contractor suffered damages for the resulting delay and had to "winterize" the project.

There was a change in the details of construction due to the time delay which is a change in the character of the work as defined in Section 104.02 of the contract Standard Specifications. Therefore, the contractor is entitled to additional compensation under Section 109.04 of the contract Standard Specifications. The "stop work" order, in effect, authorized the "winterizing" of the project and changed the character of the work since it was not rescinded until June 14, 1978.

Lastly, the State breached its contract resulting in general and special damages to North Santiam Paving Company.

CLAIM ANALYSIS

This claim can perhaps best be evaluated by considering its two major components. The first, and largest, is the claim for damages due to delay", and the second is the claim for added costs of "winterizing" the project.

1. Damages Due to Delay

This is a classical claim for delay damages under a public contract specifically drafted to preclude the payment of money for such claims. Sections 105.06, 108.07, 108.09, and 108.13 of the contract Standard Specifications specifically provide that delays are not compensable but may be considered as a basis for added contract time. Copies of these Standard Specifications are shown in Attachment 3 to this memo. Excerpts are stated below:

"105.06 Cooperation with Utilities. The Division will negotiate with utility companies, pipe line owners or other parties affected, and endeavor to have necessary adjustments of the public or private utility fixtures, pipe lines and other appurtenances within or adjacent to the limits of construction, made as soon as practicable.

****

"It is understood and agreed that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and that no additional compensation will be allowed for any delays, inconvenience or damage sustained by him due to any interference from the said utility appurtenances or the operation of moving them."

"108.07 Suspension of Work:
(a) General - Pursuant to subsections 105.01 and 105.10, the engineer and inspectors have authority to suspend the work wholly or in part for cause. The engineer will have the authority to suspend the work wholly or in part: due to failure of the contractor to correct conditions unsafe for the workmen, the general public or the Division's employees; for his failure to carry out provisions of the contract; for his failure to carry out orders; for such periods as the engineer may deem necessary due to conditions considered unsuitable for the performance of the work or for any reason deemed to be in the public interest.

****

"(c) Waiver of claims - The contractor's voluntary or involuntary suspension or slowdown, with or without the approval of the engineer, and suspension of the work ordered by the engineer will not furnish grounds for claims by the contractor for damages, idle equipment or labor, or extra compensation. No allowance or compensation will be made on account of such suspensions of work except as provided above and as provided in subsections 108.08 and 108.09."

"108.09 Adjustment of Contract Time -

****

"It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay."

"108.13 Right-of-Way and Access Delays - If the performance of the contractor's work is delayed as a result of the failure of the Division to make available to the contractor necessary rights of way; State-owned or State-controlled materials sources the use of which is offered to the contractor; or access to or rights of occupancy of buildings and other properties which the contractor is required to enter or to disturb under contract requirements, such delays will be taken into consideration in the adjusting of contract time as set forth in subsection 108.09; provided, however, that if the special provisions give a definite date by which any such delay will terminate, only said delay or part thereof which occurs after said date will be considered in the adjusting of contract time; provided, further, that any delay resulting from failure of the Division to promptly make available any such rights of way, materials sources, access or rights of occupancy shall not constitute grounds for any claim or recovery of any damages, loss or expense incurred by reason of such delay, and that the consideration of an adjustment in contract time shall constitute the contractor's sole remedy therefor."

It appears to be clearly stated that, under the terms of the contract, the contractor cannot claim additional compensation for the delay caused by the power company's slow removal of their pole line.

The contractor's claim of a change in the character of the work due to the delay is likewise found to be lacking. Sections 104.02 and 109.04 of the Standard Specifications cover changes in the character of the work and payment for such changes. Copies of the Standard Specifications are shown in Attachment 4 to this memo. Excerpts are stated below:

"104.02 Alteration of Plans or Character of Work - It is mutually understood and agreed that it is inherent in the nature of highway construction that changes and alterations in the plans, or quantities, or details of construction may be necessary or desirable during the course of construction; also, that the character of the work is subject to changes and alterations as a consequence of various causes.

****

"Compensation to the contractor under the above provisions shall be determined as set forth in subsection 109.04, and adjustment of contract time will be considered under the provisions of subsection 108.09."

"109.04 Compensation for Alteration of Plans or Character of Work - Unless changes and alterations in the plans, or quantities, or details of construction materially change the character of the work to be performed or the unit costs thereof, the contractor shall accept as payment in full, so far as contract items are concerned, payment at the same unit prices as are provided under the contract for the accepted quantities of work done.

****

"If, however, the character of the work or the unit costs thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable."

The first sentence of 109.04 is most significant in respect to the claimed change in the character of the work. It appears that additional payment is not to be provided unless "changes and alterations ----- materially change the character of the work", and further that if such changes are given in "written notice ----- from the engineer" (104.02), an "allowance may be made, either for or against the contractor, -----." (109.04). The only significant changes made on this project were under Price Agreement No. 3, which extended the paving beyond the original project limits, and Price Agreement No. 1, which provided a detour of traffic around the project rather than staging traffic through the project during construction. The claim that the time delay constituted a change in the character of the work is not valid. In fact, the "stop work" order and subsequent contract time extensions permitted the contract work to be done in relatively dry weather and avoided added costs to the contractor (and the State) that probably would have been incurred if the work had been attempted in wet weather.

If the character of the work was changed it was the results of Price Agreement No. 1, which allowed the contractor to perform the majority of contract work without having to provide for handling traffic through the project. This change materially affected the contractor's operations allowing a substantial increase in productivity. The benefits to the contractor have not been estimated but could easily be in excess of his entire claim. This savings was not a consideration of Price Agreement No. 1, nor does the State now suggest that a "rebate" is due from the contractor. At the time of the approval of Price Agreement No. 1, it was recognized by the State that the detour was mutually beneficial to the contractor and to the traveling public.

The contractor's claim for added compensation due to a change in the character of the work is not found to be valid.

The contractor's claim that the State breached its contract needs careful examination. The project preconstruction conference was held on August 12, 1977 at which time PP&L officials stated that it would require about two weeks to relocate their pole line. The PP&L line could not reasonably be moved prior to contract work since it was necessary for the clearing along the south side of the right of way to be done prior to the pole line relocation. The contractor started work on the project on August 16, with clearing being the first work performed. The required clearing along the south right of way line was substantially completed at noon, Wednesday, August 24. On Monday, August 29, PP&L started work on the project, and continued to work every weekday (except September 15 and October 7) until October 14, at which time the pole line relocation work was substantially complete. The power company had pursued this work almost continuously; however, they did so with one small crew working 3 or 4 hours per day on the project. The results were that instead of having the pole line moved in the previously estimated two week period, PP&L required 7 weeks to perform this work. PP&L was contacted by the contractor, the Linn County Engineer, the Region Utilities Engineer, and the Resident Engineer and urged to speed up their work by putting on another crew and/or by extending their workday hours. These efforts were in vain and the pole line relocation work continued at a slow pace.

7 wks

The question arises "Did this relatively slow work by PP&L result in a breach of contract by the State?" Section 105.06 of the Special Provisions and the corresponding Section of the Standard Specifications are the contract specifications in question. Copies of these are shown in Attachments 3 and 5 of this memo. Excerpts are stated below:

(Special Provisions)

"105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of this project during the life of this contract:

1. Pacific Northwest Bell Telephone
2. Continental Telephone Co.
3. Pacific Power and Light Co.
4. Northwest Natural Gas Co.
5. Santiam Cablevision"

****

(Standard Specifications)

"105.06 Cooperation with Utilities - The Division will negotiate with utility companies, pipe line owners or other parties affected, and endeavor to have necessary adjustments

of the public or private utility fixtures, pipe lines and other appurtenances within or adjacent to the limits of construction, made as soon as practicable.

****

"It is understood and agreed that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and that no additional compensation will be allowed for any delays, inconvenience or damage sustained by him due to any interference from the said utility appurtenances or the operation of moving them."

It appears that the Division is obligated by the contract to "---negotiate with utility companies --- and endeavor to have necessary adjustments --- made as soon as practicable."

The Division - through its agent, Linn County - did negotiate with PP&L to have their pole line relocated. The Division did endeavor to have the adjustments made. The Resident Engineer, Region Utilities Engineer and the Linn County Engineer (and the contractor) all contacted PP&L and urged them to speed the completion. The remaining question is, was the PP&L pole line moved "as soon as practicable"? This was a 90 calendar workday project with time count starting August 15 and therefore the project time would have expired on November 15, assuming that there were no "excusable" delays such as utility conflicts, weather, etc.---. There were, in fact, known utility conflicts when the project was advertised for bids. Four such conflicts were stated in the project Special Provisions. One of these conflicts was the PP&L pole line which was in direct conflict with the excavation work required in the first phase of the project. This pole line was shown on the plans, listed in the Special Provisions and highly visible on the project site. The Division made no guarantee that the PP&L pole line would be relocated without delaying the work. In fact, the opposite conclusion is obvious from the contract documents. The attached project progress calendars indicate that the power company started their work on August 29. The contractor completed the clearing work to allow the pole line relocation on August 24. The power company completed their relocation work on October 14. A "stop work" order was issued effective September 28 due to wet ground conditions in the major embankment area. It is true that the power company was slow in completing the relocation of their pole line. It is also true that some period of time had to be allowed for this utility relocation work. There was some delay contemplated by both parties to the contract at the time of contract execution. The State did not assure the contractor that the project could be completed in the 1977 season as is evidenced by the contract time being stated as "calendar workdays", which provides for a seasonal "no time count" period from November 30 to March 1.

It does not appear that the Division breached its contract in respect to the pole line relocation work. The definition of the

phrase "as soon as practicable" is elusive, but the facts in this case do not appear sufficiently conclusive to constitute a breach of contract by the State. While by no means a complete legal treatise, Attachment 6 indicates some case law in "delay" claims.

2. Winterizing the Project

The contractor did perform work activities required to "winterize" the project and also performed some items of maintenance during the winter "no work" time period. This work is covered under Section 108.07 (b-1) of the Standard Specifications which states:

"108.07 Suspension of Work:

****

"(b-1) If the suspension of the work is due to winter seasonal conditions, the contractor shall place in a maintainable condition such uncompleted portions of roadbed, connections to existing roads and approved detours as are necessary for the accommodation of traffic, whereupon the State will assume responsibility for maintaining the travel surfaces during the period of suspension, or if the engineer so orders, the contractor shall keep the roads, connections and detours open to traffic and shall maintain them as "Extra Work" as set forth in subsections 104.04 and 109.07."

The winter, or "no work" time period, maintenance work done by the contractor is clearly reimbursable. This should have been paid for as "extra work" as above described. This is a valid claim item and the Resident Engineer will evaluate the contractor's claim data in an effort to reach a settlement of this item. The contractor's claim for this work is $6,718.69.

Upon the determination of the amount due the contractor for winter maintenance, the Resident Engineer will, after concurrence by Region and Construction offices, submit a Price Agreement to the contractor to "settle all claims" on the project. The contractor should be advised that if he elects not to sign the Price Agreement, he then should request a meeting with our Contract Claims Review Board.

OBJ:fr

Att.

cc: C. O. Fredrickson
K. D. Wolfe
Jack Sollis
Willis Grafe

August 1977

Fox Valley - Mill City Section
Prefix: 522-1071
Cont. No. 8578

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1. Contract Awarded	2	3	4	5	6
7	8	9	10	11 Power Co Staked their line revision	12 Pre-Const. Conference	13
14	15 clear-Hot Calendar Day Count Started	16 Clear-Hot Contractor Started Clearing & Grubbing	17 Clear-Hot - Clear. & Gr. - Remove RR. Trestle	18 Clear-warm - clear. & Gr. - remove trestle - Bell tel. started moving lines. - Gas Co. started	19 Clear & Warm - Clear. & Gr.	20
21	22 Fair - Clear & Gr.	23 Cloudy - Clear & Grubbing	24 Cldy-Lt. Shwrs - Clear & Grub ½ shift & shut down till utilities out of way. - Tel. Co. moving line	25 Rain - Gas Co. Working	26 cloudy No Work	27
28	29 Cldy - Power Co. Restaked their line revision.	30 Fair - Gas Co lowering lines	31 Fair - Gas Co working			

Attachment

September 1971 | Prefix: 52½-1071 | Cont. No. 8528

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
				1 clear-warm - Gas Co. working - Devby's well pump put into operation.	2 O-cast - Gas Co. working - Power Co. brought poles onto project	3
4	5 Fair Labor Day	6 Fair - Power Co. setting poles - Tel. Co. changing cable - Gas Co. lowering main	7 Fair - Gas Co. working - Power Co " - Tel. Co. "	8 Fair - Gas Co. working - Power Co. working	9 Fair - Power Co. working - Tel. Co. "	10
11	12 Fair - Power Co. working - Tel. Co. "	13 Fair - Contractor back on project to due EWO clearing - Power & Phone Co working	14 cloudy - Contractor on EWO clearing - Power & Tel. Co. working	15 cloudy - Contractor on EWO clearing & Dozing slopes on R Road. - Power Co. working	16 Cloudy - Contractor ½ day on sloping. Sub installing pvf pipe entire day. - Power Co. working	17 cldy-shwrs.
18 Rain	19 Rain - Power Co working - Contractor shut down waiting for utility moves.	20 Cloudy - Power Co. working	21 Cldy-Lt shwrs - Power Co. working	22 Fair - Power Co. working	23 Rain - Power Co. working	24 showers
25 Fair	26 Fair - Power Co. working	27 Cldy-Lt rain - Contractor resumed work. started exc & rocking. Got caught by rain - Power Co working	28 Hard rains overnight-Cldy - Contractor rocking approaches & shutting job down - Power Co. working - Stop Work Order Issued	29 Rain - Power Co. working	30 Fair - Power Co. working	

Attachment 1-2

October 1977

Prefix: 522-1071 Contr. No. B578

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						1 Fair
2 Fair	3 Fair - Power Co. working	4 Fair - Power Co working - Contractor on job attempting to winterize it. Too muddy	5 Fair - Power Co working	6 cldy - shwrs - Power Co. working	7 cldy - rain No activity	8 Fair
9 Fair	10 Fair - Contractor on conc. safety barrier on EWO - Power Co. working	11 Fair - Contractor on conc. safety barrier on EWO - Power Co. working	12 Fair Rain P.M. - Power Co. working	13 Pstly sunny - Power Co. working	14 Fair - Power Co. completed line revision, except for minor work in city street portion	15
16	17 Fair	18 Fair	19 Fair	20 Lt shwrs	21 Fair	22
23	24 Rain	25 Rain	26 Fair	27 Fair	28 Rain	29 Rain
Rain	31 Rain					

Attachment 1-3

OREGON STATE HIGHWAY DIVISION

October 3, 1977

P.O. Box 14030
Salem, Oregon 97310

Fox Valley - Mill City
Lyons - Mill City Road
Linn County
Contract No. 8578

North Santiam Paving Company
South 1st Street
Stayton, Oregon 97383

Attn: Ralph Bochsler

Dear Sir:

Delay in removal of utility poles in certain critical areas of the project has been a major factor in delaying the start of the stage construction sequences. The current siege of wet weather has dimmed our hopes for a late fall construction season. The lower elevations of the embankment area on the west unit are super-saturated and will require a reasonably long period of drying weather to dry sufficiently to allow comencement of the embankment thereon. For these and other reasons we are, as you requested, issuing a stop work order effective at the end of shift Tuesday, September 27, 1977. It will remain in effect until the weather pattern changes sufficiently to allow some assurance that portions of the work can be started and completed without unreasonable delay or inconvenience to the property owners or the traveling public.

The stop work order does not preclude performance of such work as is required to properly winterize the project or to complete final grading of the section which you have already partially graded from 338+ to 359+ left. We would request that this section be brought up with base rock to match the existing pavement elevation.

If there are any questions regarding this stop work order, please feel free to bring them to my attention.

Respectfully yours,

K. D. Wolfe
Resident Engineer

cc: Region
Construction
Contract Payments

RECEIVED
OCT 13 1977
CONTRACT PAYMENTS

Attachment 2

105.06 Cooperation with Utilities - The Division will negotiate with utility companies, pipe line owners or other parties affected, and endeavor to have necessary adjustments of the public or private utility fixtures, pipe lines and other appurtenances within or adjacent to the limits of construction, made as soon as practicable.

Water lines, gas lines, wire lines, service connections, water and gas meter boxes, water and gas valve boxes, light standards, cableways, signals and all other utility appurtenances within the limits of the proposed construction which are to be relocated or adjusted are to be moved by the owners at their expense, except as otherwise provided for in the special provisions or as noted on the plans.

In general, the plans or special provisions will indicate various utility items, certain of which are to be relocated or adjusted by the utility owner and others which are to be relocated or adjusted by the contractor. In this respect, the Division has shown approximately where such facilities have been found by it or which have been called to its attention, but such indication shall not be assumed to relieve the contractor of any responsibility with respect thereto, and the Division shall not be held responsible for any omission, inaccuracy or failure to give notice to the contractor of any other utility or facility on, under or over the project.

Upon execution of the contract, it shall be the duty of the contractor to inform all public service companies, individuals, and others owning or controlling any facilities or structures within the limits of the project which may have to be relocated, adjusted, or reconstructed, of his plan of operations and shall give due notice to the responsible parties in sufficient time for them to organize and perform such work in conjunction with or in advance of the contractor's operations.

It shall be the responsibility of the contractor to make proper arrangements with the owners of facilities and structures on, under or over the project, or to take requisite action for the safeguarding and protection of such facilities and structures which may be affected by the construction. The contractor shall cooperate with the owners of facilities and structures on, under or over the project by arranging and performing his work in and around such facilities and structures, without additional compensation, to facilitate their relocation, preservation or reconstruction. The work of the contractor shall be arranged and performed in accordance with good engineering and construction practices. The engineer will cooperate in solving the construction problems involved, but without relieving the contractor of his responsibility therefor.

Attachment 3-1

It is understood and agreed that the contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions and that no additional compensation will be allowed for any delays, inconvenience or damage sustained by him due to any interference from the said utility appurtenances or the operation of moving them.

108.07 Suspension of Work:

(a) General—Pursuant to subsections 105.01 and 105.10, the engineer and inspectors have authority to suspend the work wholly or in part for cause. The engineer will have the authority to suspend the work wholly or in part: due to failure of the contractor to correct conditions unsafe for the workmen, the general public or the Division's employees; for his failure to carry out provisions of the contract; for his failure to carry out orders; for such periods as the engineer may deem necessary due to conditions considered unsuitable for the performance of the work or for any reason deemed to be in the public interest.

Pursuant to subsection 108.03, if the contractor voluntarily suspends his operations because of seasonal conditions or other unsuitable conditions, an order to suspend the work may not be required or issued. However, in all cases of suspension of construction operations, the work shall not again be resumed until permitted by order of the engineer.

At the commencement of and during any suspension of the work, the contractor shall meet the pertinent requirements of subsections 104.05, 107.25 and Section 111 and shall take every precaution to prevent any damage or deterioration of the work. The contractor shall be responsible for the work, including temporary protection devices required to warn, safeguard, protect, guide and inform traffic, during suspension the same as though its performance had been continuous and without interferences.

(b) Maintenance during suspension—Pursuant to the provisions of (a) above and other terms of the contract, the contractor shall be responsible for the care of the work performed. Responsibility for maintenance of traffic during suspension of the work shall be as follows:

(b-1) If the suspension of the work is due to winter seasonal conditions, the contractor shall place in a maintainable condition such uncompleted portions of roadbed, connections to existing roads and approved detours as are necessary for the accommodation of traffic, whereupon the State will assume responsibility for maintaining the travel surfaces during the period of suspension, or if the engineer so orders, the contractor shall keep the roads, connections and detours open to traffic and shall maintain them as "Extra Work" as set forth in subsections 104.04 and 109.07.

(b-2) If the suspension of work is due to failure on the part of the contractor to correct conditions unsafe for workmen or the general public, or to carry out orders given, or to perform any provisions of the contract, or to any other cause not included in the provisions of (b-1) above, then and in such event, the contractor shall be solely responsible for making suitable provisions for necessary traffic and shall be solely responsible for and shall bear the costs of maintaining the roadways under traffic during the period of suspension. If the contractor, at any time, fails to provide for traffic and to maintain the roadways and connections under traffic as above provided in this provision (b-2), the engineer may immediately proceed to maintain such roadways, and the entire cost of this maintenance will be deducted from monies due or to become due the contractor on his contract.

(c) **Waiver of claims**—The contractor's voluntary or involuntary suspension or slowdown, with or without the approval of the engineer, and suspension of the work ordered by the engineer will not furnish grounds for claims by the contractor for damages, idle equipment or labor, or extra compensation. No allowance or compensation will be made on account of such suspensions of work except as provided above and as provided in subsections 108.08 and 108.09.

The contractor will be responsible for damage to the work, as provided in subsection 107.25, that may occur during suspensions of work the same as though the damage had occurred while the work was in progress.

Attachment 3-3

108.09 Adjustment of Contract Time - Any contract time originally given in the proposal or contract will be subject to adjustment during the progress of the work at the written request of the contractor, either by increase or decrease, for those bona fide causes beyond the control of the contractor and which the engineer determines as actually affecting the time necessary for completion of work under the contract. The contractor's request for adjustment of contract time shall be in writing upon a form provided by the Division with the consent of the surety endorsed thereon.

Any adjustment of contract time shall be that which the engineer determines to be justified and his decision in the matter shall be final subject to approval by the Transportation Commission. The contractor will be advised of the engineer's decisions and of any adjusted contract time resulting therefrom.

In considering adjustments of contract time, the engineer will rule out shortage or inadequacy of labor and equipment, negligence or fault of the contractor, and other deficiencies or lacks which are within the province of the contractor's control or responsibility. Causes which will be given consideration by the engineer as to their effect on the time actually necessary for completion of the work and, therefore, in justifying adjustment of contract time include, but are not limited to, the following:

(a) Errors or changes or omissions in the plans or quantities, or errors or changes in the specifications of the contract.

(b) Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties.

(c) Failure of the State to submit the contract and bond to the contractor for execution within the time stated in subsection 103.02.

(d) Performance of "Extra Work" under subsection 104.04.

The contractor's plea that insufficient time was specified in the proposal and contract is not a valid reason for adjustment of contract time. Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time.

It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay.

108.13 Right-of-Way and Access Delays - If the performance of the contractor's work is delayed as a result of the failure of the Division to make available to the contractor necessary rights of way; State-owned or State-controlled materials sources the use of which is offered to the contractor; or access to or rights of occupancy of buildings and other properties which the contractor is required to enter or to disturb under contract requirements, such delays will be taken into consideration in the adjusting of contract time as set forth in subsection 108.09; provided, however, that if the special provisions give a definite date by which any such delay will terminate, only said delay or part thereof which occurs after said date will be considered in the adjusting of contract time; provided, further, that any delay resulting from failure of the Division to promptly make available any such rights of way, materials sources, access or rights of occupancy shall not constitute grounds for any claim or recovery of any damages, loss or expense incurred by reason of such delay, and that the consideration of an adjustment in contract time shall constitute the contractor's sole remedy therefor.

104.02 Alteration of Plans or Character of Work - It is mutually understood and agreed that it is inherent in the nature of highway construction that changes and alterations in the plans, or quantities, or details of construction may be necessary or desirable during the course of construction; also, that the character of the work is subject to changes and alterations as a consequence of various causes.

The right is reserved to the State, without impairing the contract, to require additional work, to increase or decrease quantities, to omit, cancel or eliminate contract items, to vary cross sections, to vary thicknesses of layers or courses of materials, to alter details of construction, to vary the length of the project, to change grades and alignments, and to make any other changes or alterations; all as the engineer may determine to be necessary or desirable to complete satisfactorily the proposed construction. The contractor shall perform such changed, additional, increased, decreased, varied or altered work as a part of the work to be done under the contract upon written notice to that effect from the engineer, and the performance thereof shall not invalidate the contract nor release the surety.

Compensation to the contractor under the above provisions shall be determined as set forth in subsection 109.04, and adjustment of contract time will be considered under the provisions of subsection 108.09.

In the event that enactment of new, or the amendment of existing statutes, ordinances or regulations relative to prevention of environmental pollution occurs after submitting of bids for the project which require the contractor to perform work not contemplated at the time of submitting his bid, such additional work will be paid for in conformance with subsection 109.04 and an adjustment of contract time will be considered in conformance with subsection 108.09 provided that the contractor has requested such compensation in conformance with subsection 109.05 and has requested an adjustment of contract time in conformance with subsection 108.09.

109.04 Compensation for Alteration of Plans or Character of Work - Unless changes and alterations in the plans, or quantities, or details of construction materially change the character of the work to be performed or the unit costs thereof, the contractor shall accept as payment in full, so far as contract items are concerned, payment at the same unit prices as are provided under the contract for the accepted quantities of work done. If the work involved is measured on an "All Required" basis and bid on a corresponding lump sum basis, the adjustment of the lump sum for the increases or decreases shall be as specifically set forth in the applicable section of the covering standard specifications, and if not there given it will be based on a theoretical unit price determined by dividing the contractor's lump sum bid price by the estimated quantity of the item as listed in the special provisions.

If, however, the character of the work or the unit costs thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable.

Attachment 4

Fox Valley-Mill City Section

SECTION 105 - CONTROL OF WORK

105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of this project during the life of this contract:

1. Pacific Northwest Bell Telephone
2. Continental Telephone Co.
3. Pacific Power and Light Co.
4. Northwest Natural Gas Co.
5. Santiam Cablevision

The contractor shall, at least 24 hours in advance of performing any work in the immediate vicinity of utility lines, contact the utilities to request the location and marking of buried utility facilities. This project is located within the area covered by the Linn-Benton Utility Coordinating Council which has set up a "One Call" System for notifying all owners of utilities of work being performed in the vicinity of their facilities. The "One Call" System telephone number is 752-8631.

Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the County. The contractor shall contact the County for information regarding these arrangements.

Attachment 5

"No Damage" Clauses

I. Excerpts from ODOT Chief Counsel memo of May 2, 1979.

As far as the case authority to ---- there is an excellent annotation in 74 ALR 3d 187, entitled "Validity and Construction of "No Damage" Clause with Respect to Delay in Building or Construction Contract."

Specific case sites in support of upholding the "no damage" clauses can be found in the annotation, for the present, I would just like to set forth the general conclusion that was found in the annotation.

> "Generally, it may be said that such a "no damage" provision, if it meets the ordinary rules governing the validity of contracts, is valid and enforceable and generally will be enforced according to its terms to preclude an action for damages for delay.
>
> However, the courts give only a restrained approval of such a provision because of its harshness, and it is construed strictly against the owner or contractee who generally is the drafter of such provision. Also, the courts hold that broad language in such provisions, such as a provision relating to delays "from any cause whatsoever," will not be given a literal interpretation in all cases. Thus, it is well established, a part from a single jurisdiction, that there are certain exceptions to the rule that a "no damage" clause will preclude actions by a contractor against the contractee for damages for delay for which the contractee would otherwise be liable.
>
> . . .
>
> The "no damage" clause, typically contained in governmental contracts, is ordinarily subject to the same rules of construction as other contracts, including the rule that in the absence of fraud or mistake the contract made by the parties, however unduly burdensome it may prove in execution, must govern. Whether the "no damage" clause does or does not preclude the recovery of damages for delay in a particular case depends upon the terms of the particular contract provisions, the objectives of the parties, the nature of the default or cause of the delay, and the various other circumstances of the individual case."

Attachment 6-1

There are of course exceptions to the general rule that the contractor will be bound by the "no damage" clause. These exceptions include, of course, delays which are outside of the terms of the clause, delays which were not contemplated by the parties at the time of entering into their agreement, delays unreasonable duration, delays arising from the wrongful conduct of the owner or contractee, expecially for fraud or bad faith, direct or active interferance by the contractee, negligence on the part of the contractee, breach of certain obligations by the contractee of its contract period and inexcusable ignorance or incompetance on the part of the contractee's engineer. See, 74 ALR 3d 187, 213, Section 7. The federal case of NE Clackamas County Electric Co-op., Inc. v. Continental Casualty Co., 221 F 2d 329, (CA9 Or, 1955) (Applying Oregon Law) held that the "no damage" clause did not apply where the contractee breached its contract without justification. In the only other case I found which applied Oregon law to such clauses, Manerude v. Eugene, 62 Or 196, 124 P 662 (1912), it was held that a provision of a contract for the construction of a canal for a city power plant providing that the contractor should not be entitled to damages on account of delay, but should be entitled to extension of time, effectively precluded recovery of damages for mere delay alledged to have been caused by city's failure to secure the right of way.

Other section of the ALR article which are of particular interest include Section 14, Pg. 248, wherein it is stated that "delay due to adverse soil conditions may be within the operation of a "no damage" clause. And in Section 16, Pg. 249 it is stated that:

> "Contracts which provide the work may be suspended by a designated officer if he deems it in the interest of the contractee so to do, and that in such case no claim for damages may be asserted, are effective to preclude an action for damages when invoked to cover situations which are properly within their terms. And in action for damages for delay due to a suspension of work order by the contractee may also be precluded by more general 'no damage' clauses."

In conclusion, it does indeed appear that the case law supports our position under the Standard Specifications. It appears that especially in contracts which have been entered into under competitive bidding laws, that it is particularly unwise to renegotiate the contract and allow for extra compensation in order to minimize a contractor's hardship. In fact, it is stated in 36 Op Atty Gen 1127, 1134 (1974) that State agencies may not, even voluntarily, renegotiate contracts in order to minimize a contractor's hardship. This Attorney General Opinion may also be of other interest since it is the only authority which ever sites or interprets ORS 279.328.

DKH:sjb

Attachment 6 - 2

II. Excerpts from SELECTED STUDIES IN HIGHWAY LAW, Vol. 3, Chapter VI, "Liability for Delay in Completion of Highway Construction Contract" by Darrell W. Harp, Director of Legal Services Bureau, New York DOT.

Effect of Exculpatory Clauses

Most public works contracts for highway or bridge construction contain exculpatory clauses which state that the contracting government entity shall not be liable to the contractor for damages due to delay caused by such entity or its agents. Such clauses also generally provide that delays shall be compensated for solely by an extension of time in which to complete the contract. Such exculpatory clauses have usually been held to be valid.[32]

An example of the literal application of such clauses can be found in *Freeman v. Dep't of Highways.*[33] The highway construction contract contained a clause which provided in part that an extension of time would be given for delays occasioned by the tardy approval of work in progress by the agencies charged with such duty, but no additional compensation for such delays would be granted. The Court held that in light of such an exculpatory clause, the claimant was not entitled to additional compensation for damage arising from delays caused by late approvals by the highway department.

As an illustration of the type of language contained in such clauses, the following is reproduced from the New York Standard Contract Specifications of 1973:

> 108-04 Extension of Time. Delays which affect the scheduled completion date of the project and [are] attributable to interference between contractors and utility owners, delays by railroad companies in progressing related work, special requirements or actions by municipalities, federal agencies, and other public bodies not anticipated in the contract documents, and unusually severe storms of extended duration or impact shall be compensated solely by the granting of an extension of time by the Commissioner of Transportation to complete the work of the contract without engineering charges. Time necessary for reviews,

---

[30] Roberts v. United States, 357 F.2d 938 (Ct. Cl. 1966); Rusciano Constr. Corp. v. State of New York, 37 A.D.2d 745, 323 N.Y.S.2d 21 (1971), *modified*, 37 A.D.2d 789 (1971).

[31] Tully & DiNapoli, Inc. v. State of New York, 34 A.D.2d 439, 311 N.Y.S.2d 941 (1970).

[32] Lichter v. Mellon-Stuart Co., 196 F. Supp. 149 (W.D. Pa. 1961), *aff'd*, 305 F.2d 216 (3rd Cir. 1962); Cunningham Bros., Inc. v. City of Waterloo, 254 Iowa 659, 117 N.W.2d 46 (1962); Coleman Bros. Corp. v. Commonwealth, 307 Mass. 205, 29 N.E.2d 832 (1940); American Pipe & Constr. Co. v. Harbor Constr. Co., 51 Wash. 2d 258, 317 P.2d 521 (1957); *See also* 10 A.L.R.2d 803, *Validity, Construction, and Application of "No Damages" clause with Respect to Delay in Construction Contract*, and 115 A.L.R. 65, 80, *Right of Building or Construction Contractor to Recover Damages Resulting from Delay Caused by Default of Contractee.*

[33] 253 La. 105, 217 So.2d 166 (1968).

Attachment 6-3

> by the State, of shop drawings for field changes to meet actual conditions, and delays incurred by seasonal and weather limitations should be anticipated and are neither compensatory nor eligible for extensions of time.[31]

A clear and unambiguous "no damage for delay clause" in a public works contract will govern even if the result is harsh. This is the general rule;[35] however, in each case the applicability of the no damage clause to the instant situation must be decided based on the facts of that situation.[36] For example, compare the following cases.

Christhilf v. Baltimore:[37] The Court held that a no damage clause precluded delay damage for failure to provide right-of-way. In this case, the contractor knew at the time the contract was made that the city did not possess the right-of-way.

Wilson & English Constr. Co. v. NYCRR Co.:[38] A damage for delay clause was held inapplicable. The contractee failed to disclose that the right-of-way was not available.

Nix, Inc. v. Columbus:[39] The no damage for delay clause was held inapplicable in this case because both parties to the contract were mistaken in assuming that legal title to the right-of-way had been acquired.

If the fact situation does not fall squarely within or outside the literal meaning of the exculpatory clause, the courts will be forced to interpret or construe the clause to determine its applicability. Two general rules apply, and both reach the conclusion of strict construction of the no damage clause.

First, such clauses will be construed most strongly against the party seeking an exemption from liability owing to his fault.[40] Second, as in the judicial construction of most contracts, such clauses will be construed most strongly against the drafting party.[41]

The approach of the various State courts may be quite different. Compare the judicial attitude of the Massachusetts and New York courts as expressed in the cases that follow.

In *Hosmer, Inc. v. Commonwealth*,[42] the Massachusetts Court held that provisions against damages for delay are generally effective to

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[31] N.Y. Dep't of Transp., *Standard Specifications, Construction, and Materials*, at 73 (Jan. 2, 1973).

[35] Ericksen v. Edmonds School Dist., 13 Wash. 2d 398, 125 P.2d 275 (1942).

[36] Cauldwell-Wingate Co. v. State of New York, 276 N.Y. 365, 12 N.E.2d 443 (1938).

[37] 152 Md. 204, 136 A. 527 (1927).

[38] 240 A.D. 479, 269 N.Y.S. 874 (1934).

[39] 111 Ohio App. 133, 171 N.E.2d 197 (1959).

[40] Ippolito-Lutz, Inc. v. Cohoes Housing Auth., 22 A.D.2d 990, 254 N.Y.S.2d 783 (1964).

[41] Southeastern Highway Contracting Co. v. State Highway Dep't, 130 Ga. App. 160, 202 S.E.2d 520 (1973); Wilson & English Constr. Co. v. N.Y.C.R.R. Co., 240 A.D. 479, 269 N.Y.S. 874 (1934); Psaty & Fuhrman Inc. v. Housing Auth. of Providence, 76 R.I. 87, 68 A.2d 32 (1949).

[42] 302 Mass. 495, 19 N.E.2d 800 (1939).

Attachment 6-4

prevent liability by the contractee for unreasonable as well as *reasonable* delays.

In New York the approach is more restrictive. For example, the Court in *Peckham Road Co. v. State of New York*,[43] stated that if the no damage for delay clause was to be applicable to those delays that prevented completion of the work within the specified time, this application must be expressly stated in the contract.

In a later Massachusetts case, the Court stated that in the absence of a specific contract provision to the contrary, the State would be liable for causing delay in the highway contractor's commencement of and progress with the work. However, the contract in this case contained a provision giving the State power to delay commencement of work "if it shall deem it best for its interests to do so," and provided that in the event of delay so caused, the contractor would not be entitled to any damages but would be entitled to an extension of time in which to complete the contract work. Such clause, the Court said, exculpated the State from liability for delay even if its actions could be said to be negligent, unreasonable, due to indecision, or arbitrary and capricious. (*Wes-Julian Constr. Corp. v. Commonwealth.*)[44]

It should be noted that it is the general rule that a contract clause providing for an extension of time in which to complete the contract in the case of delay caused by the contractee does not preclude recovery of damages resulting from delay caused by the contractee.[45] Neither does acceptance of the time extension by the contractor,[46] nor the contractor's proceeding with the contract work.[47] However, the contract may provide that acceptance of the time extension constitutes a waiver of all other claims for damages attributable to the delay.[48]

Exceptions to the Applicability of a No Damage Clause

A major exception to the enforcement of the no damage clause, whether the clause is literally applicable to the delay situation or not, is when the court finds the conduct of the government entity, through its agents that caused the delay, to be conduct which it characterizes as "active interference."[49] In the event of such a finding, the courts simply hold that the no damage clause or provision is not a bar to the assessment of damages for delay against the contractee.[50]

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[43] *Supra* note 5.

[44] 351 Mass. 588, 223 N.E.2d 72 (1967).

[45] Seldon Breck Constr. Co. v. Regents of Univ. of Mich., 274 F. 982 (E.D. Mich. 1921); Edward E. Gillen Co. v. John H. Parker Co., 170 Wis. 264, 171 N.W. 61 (1919), *modified*, 174 N.W. 546 (1919).

[46] Seldon Breck Constr. Co. v. Regents of Univ. of Mich., *supra* note 45.

[47] Mansfield v. N.Y. Cent. & H.R.R. Co., 102 N.Y. 205, 6 N.E. 386 (1886). *See also* 115 A.L.R. 90.

[48] Hansen v. Covell, 218 Cal. 622, 24 P.2d 772 (1933).

[49] *Supra* note 5 at 141, 300 N.Y.S.2d 174 (1969).

[50] Hallett Constr. Co. v. Iowa State Highway Comm'n, *supra* note 24; Cunning-

Attachment 6 - 5

Many types of activities, acts, or omissions on the part of the contractor or its agents have been construed to constitute "*active interference.*"

For example, in *Johnson v. State of New York*,[51] the contract provided for completion of the work within 120 days from the date of execution, with seeding and planting beyond this period. The contract further provided that the contractor should coordinate his work with other contractors and that ". . . if the contractor was delayed in his work by any act or neglect of the State, the 'time of completion shall be extended,' but that 'No charges or claim for damages shall be made by the contractor for any delays or hindrances, from any cause whatsoever.' "[52]

The contractor suffered various delays because of the State's opening a roadway across the work site for use by other contractors, and because of interferences by the State with seeding and planting. The delays incurred were of approximately 6 months duration on the major portion of the work, and approximately 1 year duration on the seeding and planting. The Court held that the actions of the State amounted to "active interference," damage for which was not barred by the no damage clause.

In *Seglin-Harrison Constr. Co., Inc. v. State of New York*,[53] the Court found that the State's failure to promptly deliver the building site, failure to furnish certain models, and the issuance of orders-on-contract to correct errors and omissions in the plans, all of which caused an 11-month delay, constituted interference on the part of the State. The Court awarded damages despite a contract clause which provided that hindrances or delays were not compensable except by extension of time.[54]

Cauldwell-Wingate Co. v. State of New York[55] is another case in which the Court found active interference on the part of the State. The claimant entered into a contract with the State whereby commencement of work was contingent on the completion of foundation work by another contractor. The contract also contained a clause stating that, . . . "No charges or claims for damages shall be made by the Contractor, under the provisions of this Article, for any delays or hindrances, from any cause whatsoever, during the progress of any portion of the work embraced in this contract."

Foundation work was delayed due to unexpected subsurface condi-

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ham Bros., Inc. v. City of Waterloo, *supra* note 32; Wright and Kremers, Inc., v. State of New York, 238 A.D. 260, 261 N.Y.S. 393 (1933), *modified*, 263 N.Y. 615, 189 N.E. 724 (1934); O'Connor v. Smith, 84 Tex. 232, 19 S.W. 468 (1892).

[51] *Supra* note 24.

[52] *Id.* at 920, 172 N.Y.S.2d 42.

[53] 264 A.D. 466, 35 N.Y.S.2d 940 (1942).

[54] For the lower court decision see Seglin-Harrison Constr. Co., Inc. v. State of New York, 30 N.Y.S.2d 673 (1941).

[55] *Supra* note 36.

Attachment 6-6

tions. As a result, commencement of work by the claimant was postponed approximately one year. The Court reasoned that, in radically altering the plans for the work of the foundation contractor, the State had directly interfered with the claimant's contract and was, therefore, liable in damages for the delay.

In *Farina Bros. Co., Inc. v. Commonwealth*,[56] the Supreme Judicial Court of Massachusetts held that the State could not rely on highway contract provisions denying additional financial compensation to the contractor for delays caused by failure of a railroad to timely remove its tracks and failure of the State to timely demolish buildings, where agents of the highway department did not use their best efforts to expedite track removal and building demolition and refused to grant a time extension to the contractor who was prevented from proceeding with the work on schedule because of lack of site clearance. In awarding damages for delay, the Court characterized the acts of the State's agents as being "intentionally obstructing."

In other situations, especially where misleading information is provided to contractors prior to bid, the courts have buttressed their findings of active interference by coupling the same with a finding of "fraud" and "bad faith,"[57] or "misrepresentation" and "miscalculation."[58]

The courts do not, in all cases, however, "bend over backwards" to destroy the effectiveness of the no damage clause. Compare *Humphreys v. J. B. Michael & Co.*,[59] in which the contract provided that the contractor could not file a claim against the State for delay damages when such delays were caused by other contractors, and that payments agreed on under the contract covered the risk of delay. The Court construed this clause in a more favorable light, and held that the contractor could not assert a claim. In so ruling, the Court stated that failure by the State to assure the contractor that a grade would be ready for paving as specified by the contract schedule, and failure by the State to order the contractor to keep his personnel on the site, did not amount to such active interference as would obviate the no damage clause.

The New York Court of Appeals, in a recent case, held that a contractor could not recover under a cause of action alleging "breach of contract" without showing that under all circumstances conduct of the State was "unreasonable," stating that without "such a showing State interference . . . is not actionable."[60]

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[56] 357 Mass. 131, 257 N.E.2d 450 (1970).

[57] Tully & DiNapoli, Inc. v. State of New York, *supra* note 31; Psaty & Fuhrman Inc. v. Housing Auth. of Providence, *supra* note 41.

[58] Johnson, Drake & Piper, Inc. v. State of New York, 29 A.D.2d 793, 287 N.Y.S.2d 480 (1968).

[59] *Supra* note 3.

[60] Camareo Contractors, Inc. v. State of New York, 28 N.Y.2d 948, 271 N.E.2d 917, 323 N.Y.S.2d 431 (1971).

Attachment 6-7

Without articulating the fact, what the courts seem to be doing, when confronted with a claim by a contractor for delay damages and a countervailing claim by the contractee that such damages are barred by a no damage clause, is deciding under the circumstances of the case whether it would be equitable to enforce the no damage provision of the contract. It is only in a minority of cases that the courts actually use the language "breach of contract," which is the underlying basis for refusing to enforce the no damage clause.

In *Wilson and English Constr. Co. v. NYCRR Co.*,[61] the Court held that a clause providing that the contractor would not be entitled to claim or receive from the company any sum whatever in excess of the contract price by reason of, or on account of, any delay caused by the company did not preclude recovery where the delay was directly attributable to the company's failure to perform a duty under the contract. The Court construed that duty to be to provide the place, facilities, and materials that the company had undertaken to furnish.

In a similar vein, other courts have concluded that failure of the State to perform its duty to coordinate removal of utility poles with the activities of its highway contractor is a breach of contract.[62] Failure by agents of the State to use due diligence, as required by the terms of the contract, to make the site available is a breach of contract.[63] Failure by the State to adequately enforce a general construction contractor's contract obligation resulting in such slow progress as to interfere with the work of claimant, an electrical contractor, was a breach of the State's contract duty to the claimant. (*Forest Electric Corp. v. State of New York.*)[64]

DELAY CAUSED BY CONTRACTOR

Before discussing the specific rules that apply to the right to damages by the State or the contracting agency when delay is caused by the contractor, a brief overview of the general concepts that govern public works contract disputes should be given.

The basic rule that governs is that the party which contracts to com-

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[61] *Supra* note 41.

[62] Grant Constr. Co. v. Burns, 92 Idaho 408, 443 P.2d 1005 (1968). *Compare* Thompson & Perry, Inc. v. State of New York, *supra* note 18, where delay caused by a utility company failure to remove and relocate its poles necessitated piecemeal work by contractor. Contractor argued that it was the State's responsibility to insure that the utility removed such poles. Court held that contractor failed in its responsibility to confer and coordinate with the utility company, that interference by the utility company was expressly contemplated by the parties and that the delay was not brought about by active interference by the State.

[63] Bianchi & Co., Inc. v. State of New York, 17 A.D.2d 38, 230 N.Y.S.2d 471 (1962), *reargued and aff'd*, 17 A.D.2d 896, 233 N.Y.S.2d 239 (1962).

[64] Forest Electric Corp. v. State of New York, 30 A.D.2d 905, 292 N.Y.S.2d 589 (1968).

Attachment 6-8

8578

9

91.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8578

Salem, Oregon

March 6, 1979

NOTED

H. S. COULTER

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Construction Project Overrun
Fox Valley-Mill City Section
Lyons-Mill City County Road
Contract No. 8578 (FAS-C Project)

The substantial overrun (28.2%) indicated on the "Expected Overrun of Project Authorization" submitted February 23, 1979, by Resident Engineer K. D. Wolfe indicates a serious breakdown in project management on the part of both the Resident Engineer and the Region Office.

Preliminary figures on FHWA participating work indicate $286,822, exclusive of engineering, on which the maximum participating engineering (15%) would be $43,023. This then leaves $32,777 (of the total $75,800 engineering cost) of non-participating engineering, which under the project agreement with Linn County must be split half and half by the State and the County.

The overrun on engineering charges is the largest item on the entire project. The $75,800 is 317% of the engineering authorization of $23,908.28. This hardly seems possible, and leads to several questions which must be answered before this can be taken to the Transportation Commission for approval.

1. From Mr. Wolfe's explanation, it appears that his office and inspection personnel wintered on this inactive project for an extended period. Why was this allowed to happen?

2. Were charges made against this project which should have been charged elsewhere?

3. If so, can transfers be made tc correct the charges?

4. Is Linn County aware of the overrun and of the non-participating engineering and other non-participating items, and has it been discussed with them?

5. What is being done to prevent a similar occurence in the future?

In Mr. Wolfe's explanation of overruns, he alludes several times to "faulty location data and calculations", "errors made in the location calculations and estimate", etc. Records indicate that Jack Martin, Region II Resident Engineer, performed the field location work. It would appear that possibly the Region Office should be giving more attention to the location process.

Please respond to the above questions, along with any other useful information, as soon as possible, so that we may put together a plausible explanation of these overruns for presentation to the Transportation Commission.

CTK:fr

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR - 7 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8578

March 6, 1979

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

Gentlemen:

A post-final payment for $1,600 will be made to North Santiam Paving Co. on Contract No. 8578 for work on the Fox Valley-Mill City Section of the Lyons-Mill City Road in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $317,735.69 including the post-final payment. Of the total, $8,581.73 is for force account.

Sincerely,

C. W. Mead
COMMISSION SERVICES

dda

cc North Santiam Paving Co.
South 1st Street
Stayton, OR 97383

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8578

February 28, 1979

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

Gentlemen:

Contract No. 8578 awarded to North Santiam Paving Co. for work on the Fox Valley-Mill City Section of FAS A487 (Lyons-Mill City Road) in Linn County was completed on September 25, 1978, and accepted by the State Highway Engineer on February 26, 1979.

Final payment in the amount of $1,000 will be released to the contractor after March 5, 1979. The total contract amount is $316,135.69 including $8,581.73 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc North Santiam Paving Co.
South 1st Street
Stayton, OR 97383

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8578

February 27, 1979

North Santiam Paving Company
Post Office Box 516
Stayton, OR 97383

Time Extension
Fox Valley-Mill City
Linn County
FAP No. RS-A487(1)
Contract No. 8578

Gentlemen:

We have reviewed your request for time extension on the subject project. Consideration was given to reasons you submitted.

Based on the available information, a 16 calendar workday extension is granted due to extra work performed and utility delays. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr HSC:cm
bc: FHWA
Richard Hacek
C. T. Keasey
Robert Church
C. O. Fredrickson
K. D. Wolfe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 20, 1979

FILE: CON 5 #8578

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Fox Valley-Mill City
Linn County
Contract No. 8578

North Santiam Paving has submitted a second request for time extension for the subject project. The contractor has asked for an additional 25 calendar workdays citing extra work, weather and staking delays.

The calendar workday count began August 15, 1977 with 90 calendar workdays allowed for this grading and paving project. The short time allowed was aimed at getting the project completed in 1977. Work began August 16, 1977. Only clearing and grubbing work was performed before the contractor moved off the project on August 24, 1977 awaiting relocation of utilities. Because of the utility delays, the contractor was previously granted a 30-day time extension.

Reviewing the time lost due to utility work, the contractor's operations were down from August 24 until September 28, 1977 when a stop work order was issued. The only exceptions were September 13 through 15 when he spent three days performing additional clearing under Extra Work Order 3, a half day on September 16 installing perforated pipe, and on September 27 when he was requested to resume work even though it was piecemeal. Wet conditions caused the stop work order to be issued the following day. In essence, no contract work was performed during this period. Total lost time was 35 calendar days. In addition to the 30 days previously granted for utility delays, the additional five calendar workdays lost should be returned to the contractor. This time would also be nonparticipating as was the previously granted 30 calendar workdays.

The contractor resumed work July 6, 1978. Contract work was completed September 25, 1978.

Several extra work items cited by the contractor delayed completion of the project. Before the contractor could begin placing fill material, a rock blanket over a drain pipe needed to be constructed and a spring collection box had to be revised. These were covered under Price Agreement 4 and Extra Work Order 3 respectively and required two workdays to complete. No other project work was being performed.

Price Agreement 5 was written to place borrow material, as there was not sufficient excavation on the project to complete the fill. This work required an additional four workdays and was the major activity on the project.

The project was extended under Price Agreement 3 approximately 600 feet east at the County's request. The added work required one and a half workdays to complete. This work was a nonparticipating item.

Concrete median barrier was used for traffic control during the winter shutdown. The State furnished barrier was installed and removed under Extra Work Order 2. Installation took place while the shutdown order was in effect. The barrier was removed on July 26, 1978. This was the major activity and delayed the project half a workday.

Drain curbs were provided under Price Agreement 6. This was one of the last items of work and required an additional half day to complete. This work also delayed the guardrail installation, as the contractor was asked not to hang the rail until the curb was complete. Guardrail posts were already installed. The guardrail subcontractor had to reschedule his work. One workday was lost as a result of the required rescheduling.

Extra work contributed a total delay to the project of 9½ workdays or expanded (9½ x 1.4) would equal 13 calendar workdays. This plus the additional five days lost due to utility delays total 18 calendar workdays which should be returned to the contractor. This is sufficient time to eliminate any liquidated damages.

Delays relating to staking are questionable. On the days cited, the contractor was in full operation on other contract work. No delay is apparent.

The contractor also asked for seven days when rain prevented paving. Although the rain occurred in August, it would not be considered unpredictable.

The contract required 136 calendar workdays to complete. With the 30 days previously granted, this exceeds the allowable time by 16 days. It is recommended the contractor be granted this time due to the extra work performed. Five of these days would be nonparticipating.

This is a Federal-aid Secondary project. FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
K. D. Wolfe

RECEIVED
STATE HWY ENGR
FEB 27 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

B-380 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 6, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 145 days, within which to complete our Contract No. 8578, without the assessment of liquidated damages. The said contract is described as follows:
Grading & Paving - FAS A487 (Lyons-Mill City Rd.), Fox Valley-Mill City section.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(see attached)

RECEIVED
SEP 11 1978
RESIDENT ENGINEER

Respectfully submitted,

North Santiam Paving Company
Contractor

By Lee D Barney Sec./Treasurer

CONSENT OF SURETY

Date Sept. 11, 1978

We, Federal Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

Jack C. Darley

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8578 Contractor North Santiam Paving Co.

Highway Lyons-Mill City

Section Fox Valley-Mill City

Kind of Work Grade and Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Sixteen (16) calendar workday extension is granted due to extra work performed and utility delays.

Recommended for Approval:

R. E. Elfield
For Regional Engineer

D. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

H. S. Wilson
State Highway Engineer

Contract No.	8578
Project designation	Federal RS-A-487(1) (State-Federal)
Date awarded	August 1, 1977
Work started	August 15, 1977
Per cent completed	100% Sept. 26, 1978 (Date)
No. of Workdays Allowed	120
No. of Workdays Used	136
No. of Added Workdays Requested	25

SP*87885-734

8578 2-1-79

[1. a.... Circulate]

PF6
1573
Job Dupe B

Fox ~~Valley~~ Mill City
Lyons-Mill City Road
Marion County
Contract No. 8578

STATEMENT OF OVERRUNS AND UNDERRUNS

	Original	Semi-final	Overrun/Underrun
Contract Items	$262,347.58	$283,040.63	+ 7.9%
Anticipated Items	3,300.00	---	-----
Contingencies	11,954.14	----	-----
Engineering	23,908.28	64,000.00 (Est.)	+ 167.7%
Price Agreements	------	27,053.09	----
Extra Work Orders	------	8,581.73	-----
State Force Orders	-----	- 6,970.79	----
TOTAL	$301,509.90	374,204.66	+ 24.11

BID	ITEM	UNIT(S)	ORIGINAL	FINAL	OVER/UNDERRUN
1).	Mobilization	Lump Sum	100%	100%	*
2).	Temporary Protection of Traffic	Lump Sum	100%	100%	*
3).	Temporary Signs	Sq. Ft.	490	495	

Item Deleted. See PA #1.

4).	Temporary Barricades	Each	8	5	-37.5%

~~Since a temporary detour was instituted, not as many barricades were required to protect the traveling public.~~

5).	Flagmen	Hour	800.00	665.5	-16.8%

~~When the detour was substituted for the stage plan under the contract,~~ the quantity was reduced by 100 hours. This results in a 4.9% underrun of the expected quantity. See PA #1.

6).	Clearing and Grubbing	Lump Sum	100%	100%	*

BI#	ITEM	UNIT(S)	ORIGINAL	FINAL	OVER/UNDERRUN
7).	Removal of Structures and Obstructions	Lump Sum	100%	100%	*
8).	General Excavation	Cu. Yd.	11325.00	12667.9	+11.9%

The shrink/swell factor and the quantity for the fill were apparently under-estimated during the location and thus, ~~excavation was increased in every available area to try to make up the shortage of embankment quantities.~~ **(see also, PA #5)**

9).	Trench Excavation	Cu. Yd.	145.0	114.8	-20.8%

In most cases the plan quantity was an over-estimate of actual quantity required, resulting in 25 Cu. Yd. less quantity. Pipes added or deleted average out to about even.

10).	Finish Roadbed and Slopes	Lump Sum	100%	100%	*
11).	Watering	M. Gals.	330.00	522.50	+58.3%

The amount of earthwork material on the job was increased by about 4,000 Cu. Yd. which required extra water. Also, local traffic made dust conditions bad and considerable water was used to control it.

12).	Emulsified Asphalt in Watering	Gal.	1800.	0	-100%

~~Items were intended for use on stage construction as a surfacing binder and as a dust control. The need for a surface binder was eliminated by the use of a temporary mixer.~~ **(see also, PA#3)**

13).	1" - 0 Shoulder Aggregate	Ton	12,100	12,405.13	-2.5%
14).	Class "C" AC Mix	Ton	2170	3330.99	+52.8%

~~This overrun was caused principally by errors in plan estimate of the quantities. It was slightly aggravated by poor grade control on the project during paving operations.~~

Did we goof? Paul please check. Checked calc. No error appears. Designer - Approx 2203 T.

P46 location est. was 2400 T.

15).	Class "B" AC Mix	Ton	1[illegible]	1725.20	-4.2%

BI#	ITEM	UNIT(S)	ORIGINAL	FINAL	OVER/UNDERRUN
16).	Asphalt in Mix	Ton	270	319.15	+18.2%

See Bid Item No. 14.

17).	Portland Cement in Class "E" Mix	Ton	18	17.8	-0.8%
18).	12" Pipe	Lin. Ft.	250.0	346.0	+38.4%

74 feet of pipe was installed at the east end of the west unit to convey drainage from ditch, under the guard rail flare and down the slope with minimum erosion. Also, 20 Ft. was added to the 5th Street intersection in order to move an inlet and conect the ditch into the drainage system.

19).	15" Culvert Pipe	Lin. Feet	128	136	+6.3%
20).	18" Culvert Pipe	Lin. Feet	54	12	-77.8%

It was determined in the field that the existing 18" pipe could be extended rather than replaced.

21).	Extra for Pipe under Pavement	Lin. Feet	220	0	-100%

This was to be used in conjunction with the 18" pipe. See BI# 20.

22)/	Concrete Inlets	Each	2	5	+150%

One extra inlet (Station 369 + 45 Lt.) was installed to avoid an extra deep ditch when the 18" pipe was extended instead of replaced. One inlet (Station 379 + 44 Lt.) was staked and constructed in the wrong place. It was removed and another was constructed to replace it, for a total of two inlets for pay quantity at the one location.

23).	8" Drain Pipe	Lin. Feet	264.0	170	-35.6%

An existing drainage channel, at the planned location of the 8" drain pipe was required to be maintained. Thus a portion of the drain installation was eliminated and the remainder was revised to fit the localized area of the spring.

BI#	ITEM	UNIT(S)	ORIGINAL	FINAL	OVER/UNDER RUN
24).	Spec. Filter Material in drains	Cu. Yd.	40.0	66.5	+66.3%

See BI #3. The drain pipe was placed on a steep incline to intercept the water. Additional depth required more filter material.

25).	Guardrail Type 2A	Lin. Feet	450	487	+8.4%
26).	Guardrail Anchors Type 1	Each	2	2	*
27).	Rail End Pieces Type "C"	Each	2	2	*
28).	Extra for Asphalt Approaches	Each	43	45	+4.7
29).	Adjusting Manhole	Each	1	1	*
30).	Adjusting Inlets	Each	3	2	-33%

The inlet at Station 385 + 50 Rt. was not adjusted.

31).	Roadside Seeding and Mulching	Acre	1.0	1.0	*
32).	Roadside Seeding and (tack) Mulching	Acre	1.0	1.2	+20%

The back slope of the channel change that was added at the bottom of the embankment in the 98—102 area required treatment.

PA #1	Documentation in Item Quantities Bid Item #3, 5,11, 12, and 13.				
PA #2	Spec. Change for Class "E" Mix Aggregate	Ton	1800	2033	+12.9%

See B.I. No. 15

PA #3	Extension of Project Limits				
	Flagmen	Hr.	16	28	+75%

PA#	ITEM	UNIT(S)	ORIGINAL	FINAL	OVER/UNDERRUN

PA# 3). (cont.)

The original estimate was insuffiecient.

Class"E" AC Mix	Ton	350	307.76	-12.1%

The original was over-estimated by 10% the anticipated amount.

Asphalt Cement	Ton	24.5	21.13	-13.8%

See Class "E" AC Mix item. Also, the asphalt percentage was calculated using 7%; the actual mix averaged 6.7%.

Portland Cement in "E" Mix	Ton	3.5	3.17	-9.4%
Extra for Asphalt Approaches	Each	2	1	-50.0%

The City decided to pave a street and this eliminated one approach.

Adjusting Manholes	Each	1	0	-100%

A manhole was not found in the extended limits.

PA# 4). Construction
Rock Blanket
Drainage System

Excavation for Rock Blanket Placement	Cu. Yd.	70	153	+118.6%

A persistent subterranean drainage problem existed. Two attempts at correcting the problem with perforated pipe failed. A final correction was accomplished with the rock blanket. The excavation quantity, however, was under-estimated when making the location as we did not know how extensive the excavation would be to find all the water.

Load, Haul, and Place Rock Blanket	Cu. Yd.	100	88.4	-11.4%

Over-estimation in preparation of PA.

PA #	ITEM	UNIT(S)	ORIGINAL	FINAL	OVER/UNDERRUN
PA#5).	Load, Haul, and Place Borrow Material	Cu. Yd.	3,000.0	3,737.0	+24.6%

The original 3000 CY was apparently slightly underestimated.. Also some of the extra yardage was used to blend the fill slope into the existing slopes to help prevent erosion between the fill and the existing slopes and to add to the overall appearance of the project.

PA#6). Construction AC Drainage Curb and Paved Outlet Ditch

Drainage Curb	Lin. Feet	450	398.2	-11.5%

The amount of curb needed to protect the slope was slightly overestimated in preparation of the PA.

Paved Outlet Ditch	Lin. Feet	15	16.9	+12.7%

An under-estimation of the quantity was made in the preparation of the PA.

PA# 7).	Non-specification Asphalt Penalty	Lump Sum	100%	100%	#
PA# 8).	Non-specification Temporary Signs Penalty	Lump Sum	100%	100%	#

.eduction in BI #3.

K. D. Adefe
Res. Engr.

8578

State DIVISION FILE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-113		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Linn
MODIFICATION NUMBER 2	1-24-79	Project Number RS-A487(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18 ,19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 350,517.00	$ 362,335.00
Federal funds	$ 274,104.00	$ 283,345.00
Other revisions		

This modification is made for the following reasons:

Increase in construction bid items, and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of January ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. RS-A487(1)

Fox Valley-Mill City Section
Lyons-Mill City County Road
Linn County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 95+00 to Sta. 101+50)(Sta. 338+00 to Sta. 385+60)

Mobilization	All	Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All	Required		5,000.00
Temporary Signs	490	Sq.Ft.	5.00	2,450.00
Temporary Barricades	8	Only	50.00	400.00
Flagmen	800	Hour	19.00	15,200.00
Clearing and Grubbing	All	Required		15,000.00
Removal of Structures and Obstructions	All	Required		3,000.00
General Excavation	11,325	Cu.Yd.	3.80	43,035.00
Trench Excavation	145	Cu.Yd.	12.10	1,754.50
Finishing Roadbed and Slopes	All	Required		3,500.00
Watering	330	M-Gal.	8.00	2,640.00
Emulsified Asphalt in Watering	1,800	Gallon	0.80	1,440.00
1"-0 Aggregate Base	12,100	Ton	5.00	60,500.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	2,180	Ton	12.75	27,795.00
Class "E" Asphalt Concrete Mixture	1,800	Ton	13.40	24,120.00
Asphalt Cement in Mixture	270	Ton	82.50	22,275.00
Portland Cement or Lime Additive in Class "E" Mixture	18	Ton	65.00	1,170.00
12-inch Culvert Pipe	250	Lin.Ft.	9.38	2,345.00
15-inch Culvert Pipe	128	Lin.Ft.	11.05	1,414.40
18-inch Culvert Pipe	54	Lin.Ft.	14.52	784.08
Extra for Pipe Under Pavement	22	Lin.Ft.	15.40	338.80
Concrete Inlets, Type G-1	2	Only	500.00	1,000.00
8-inch Drain Pipe	264	Lin.Ft.	7.70	2,032.80
Special Filter Material in Drain	40	Cu.Yd.	8.80	352.00
Guard Rail, Type 2A	450	Lin.Ft.	11.00	4,950.00
Guard Rail Anchors, Type 1	2	Only	225.50	451.00
Rail End Pieces, Type C	2	Only	110.00	220.00
Extra for Asphalt Approaches	43	Only	140.00	6,020.00
Adjusting Manholes	1	ONly	350.00	350.00
Adjusting Inlets	3	Only	200.00	600.00
Roadside Seeding and Mulching	1	Acre	1,055.00	1,055.00
Roadside Seeding and Mulching (Tack Mulch)	1	Acre	1,155.00	1,155.00
				$262,347.58

Anticipated Items

Temporary Erosion Control	All Required	$ 250.00
	Subtotal	$262,597.58
	Engineering	35,450.42
	Total	$298,048.00

Length of Roadway . . . . . 1.025 Miles
Cost of Roadway Per Mile. $290,778.53

Work Retained in Program Status
(Not included in totals below)

Slide Correction	All Required	$ 1,000.00
Remove and Install Fence	All Required	1,000.00
Revise Springbox Outlet	All Required	500.00

Federal Funds (78.2%)	$233,073.00
State Funds	32,487.00
County Funds.	32,488.00
Total	$298,048.00

Group 1 100%
Contract No. 8578
Prefix No. 522-1071

Fox Valley-Mill City Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00
Relocate Mailbox	All Required	50.00

8578

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 12-3		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Linn
MODIFICATION NUMBER: 1	11-8-78	Project Number: RS A4871

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 19 77; is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 298,048.00	$ 350,517.00
Federal funds	$ 233,073.00	$ 274,104.00
Other revisions		

This modification is made for the following reasons:

To include increases in bid item costs, Price Agreements, Extra Work Orders, and Construction Engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of November, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

File

Oregon State Highway Division
Salem, Oregon October 24, 1978

Federal Aid Project
No. RS-A487(1)

Fox Valley-Mill City Section
Lyons-Mill City County Road
Linn County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 95+00 to Sta. 101+50) (Sta. 338+00 to Sta. 385+60)

Subtotal of Previous Estimate of August 12, 1977			$262,597.58
Previous Estimate			
Class "C" Asphalt Conc Mix	2,180 ton	12.75	$ 27,795.00
Asphalt Cement in Mixture	270 ton	82.50	22,275.00
Concrete Inlets Type G-1	2 only	500.00	1,000.00
		TOTAL	$ 51,070.00
Revised Estimate			
Class "C" Asphalt Conc. Mix.	3,350.6 ton	12.75	$ 42,720.15
Asphalt Cement in Mixture	315.63 ton	82.50	26,039.48
Concrete Inlets Type G-1	4 only	500.00	2,000.00
Excavation for Rock Blanket P.A. #4	153 cu. yd.	4.70	719.10
Rock Blanket P.A. #4	88 cu. yd.	8.50	748.00
Haul & Place Borrow Mat'l. P.A. #5	4,100 cu. yd	4.40	18,040.00
Cons't. A.C. Drainage Curb P.A. #6	450 lin. ft.	2.35	1,057.50
Paved outlet ditch P.A. #6	15 lin. ft.	15.00	225.00
Clearing and Grubbing EWO #1	All Required		1,134.23
Revise Spring Outlet Box EWO #3	All Required		586.66
		TOTAL	$ 93,270.12
		Difference	$ 42,200.12
		Subtotal	304,797.70
		Engineering	45,719.30
		TOTAL	$350.517.00

Length of Roadway - - - - - - - - - - 1,025 miles
Cost of Rdwy. per mile- - - - - - - - $341,967.80

Federal Funds		$274,104.00
State Funds		38,206.50
County Funds		38,206.50
	TOTAL	$350.517.00

Group 1 100%
Contract No. 8578
Prefix No. 522-1071

Gen. File

Oregon State Highway Division
Salem, Oregon Jan. 16, 1979

Federal Aid Project
No. RS-A487(1)

Fox Valley-Mill City Section
Lyons-Mill City County Road
In Linn County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 95+00 to Sta. 101+50)(Sta. 338+00 to Sta. 385+60)

Subtotal of Previous Estimate of Oct. 24, 1978			$304,797.70
Previous Estimate			
General Excavation	11,325 C.Y.	3.80	$ 43,035.00
Watering	330 M-Gal	8.00	2,640.00
1"-0 Aggregate Base	12,100 Ton	5.00	60,500.00
12 inch Culvert Pipe	250 Lin. Ft.	9.38	2,345.00
Asphalt Cement in Mixture	315.63 Ton	82.50	26,039.48
Concrete Inlets Type G-1	4 Only	500.00	2,000.00
Guard Rail Type 2A	450 Lin. Ft.	11.00	4,950.00
Total			$141,509.48
Revised Estimate			
General Excavation	12,667.9 C.Y.	3.80	$ 48,138.02
Watering	330 M-Gal.	8.00	4,180.00
1"-0 Aggregate Base	12,405.1 Ton	5.00	62,025.50
12 inch Culvert Pipe	346 Lin. Ft.	9.38	3,245.48
Asphalt Cement in Mixture	319.15 Ton	82.50	26,329.88
Concrete Inlets-Type G-1	5 Only	500.00	2,500.00
Guard Rail-Type 24	488 Lin. Ft.	11.00	5,368.00
Total			$151,786.88
Difference			$ 10,277.40
Subtotal			315,075.10
Engineering			47,259.90
Total			$362,335.00

Length of Roadway . . . . . 1.025 miles
Cost of Rdwy. Per Mile. . . . $353,497.56

Federal Funds	$283,345.00
State Funds	39,495.00
County Funds	39,495.00
Total	$362,335.00

Group 1 - 100%
Contract No. 8578
Prefix No. 522-1071

8578

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-157	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-18-77	State Oregon County Linn Project No. RS-A487(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Mill City, S.W. 5.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	1.025
OTHER *(Specify)*		

FUNDS Pro rata 78.2%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 298,048	$ 233,073

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By S/ Hunter

Technical Services Engineer
(Title)

By _____

~~State Highway Engineer~~
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Greep

Date executed by Division Administrator AUG 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements; and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8578

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
November 14, 1978
Salem, Oregon

FILE: 522-1071

FROM: T. W. Litchfield
REGION CONSTRUCTION ENGINEER

TO: Carl Williams
FIELD ENGINEER (ROADWAY)

SUBJECT: Excess Engineering Charges
Fox Valley-Mill City Section
FAS A487 (Lyons-Mill City Rd.)
Linn County
Contract No. 8578

Your memo to the file dated October 9, 1978, concerning the engineering overrun on this project prompted me to ask our Resident Engineer, Ken Wolfe, for a complete explanation of why the engineering charges were so high.

You will find attached Mr. Wolfe's response to me dated November 8, 1978, in which he relates a frustrating story and upon reading it, it is easy to understand why the engineering costs more than doubled.

It is obvious that all of our engineering help needs more training so that they may operate more efficiently. We intend to conduct various classes this winter so that when the construction season of 1979 arrives, our people will be better equipped to perform the necessary field engineering tasks.

I am afraid that this is another price we must pay for laying off some 200 people a couple of years ago.

TWL/gl
attachment
cc: K. D. Wolfe

Kassay
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
NOV 29 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inlow
Widmer
Gebauer
Church

Form 08.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 522-1071

Salem, Oregon
November 8, 1978

FROM: K. D. Wolfe
Resident Engineer

TO: C. C. Fredrickson
Regional Engineer

ATTENTION: Ted Litchfield

SUBJECT: Fox Valley - Mill City
Lyons - Mill City Road
Linn County
Contract No. 8578

Assignment No. 002321

This is a belated response to your assignment No. 002321 of 10-9-78.

The following "excuses" are offered as reasons for a substantial overrun in engineering costs on this project. I will not research all the diaries and reports (unless requested) to determine exact dates, times, number of people, etc. pertaining to work and time spent on the project, but will outline these conditions in a general manner.

This project started in Mid-August of 1977. My crew chief and one of my two seasoned senior inspectors had already been loaned, against my wishes, to Motor Vehicles Division the first of May in 1977 and would remain with them until January of 1978 (through the busiest part of the construction season). My only other seasoned senior inspector was also scheduled to go to MVD, against my wishes, in the fall and I was left hanging all year not knowing for sure if he was going to stay or go. Fortunately for me he did not go. Two other major projects, (Silver Creek Falls Interchange - Aumsville/Sublimity Road) running from May 1977 to July 1977 and (Browning Ave - Hilfiker Road SE) starting in July of 1977 and running through late fall consumed all his time as cheif inspector. This left me without an inspector for Fox Valley, as well as for a landscape project (Chemawa Road - Hayesville Interchange) that ran sporadically from late September to the first of December 1977. I also had a signal job at 99E and Chemawa Road that ran from May to mid July of 1977.

With the project inspectors, ticket takers, scalemen, plant inspectors and compaction inspectors that were necessary on all the other jobs, I did not have enough people left to make a field crew. I had to depend on a borrowed transitman/crew chief (which person varied from time to time) to do the staking on the scattered jobs. I could not borrow other help from other crews. We were at that time in a hiring freeze and I had to resort to hiring temporary help out of the employment agency. The crew was thus made up of a terribly inexperienced transitman and aides (one of which was a female) hired off the street to do all the layout and followup on the different jobs.

This caused lots of job hopping, lots of overtime, very slow progress, plus much of the work was done wrong and had to be done over 2 or 3 times and then was not necessarily done correctly.

To add to the problem, the project was awarded the first of August, 1977

Cont.

REGION 2 ENGINEER
RECEIVED
NOV 13 1978
RLE RCE RME RTE RSE
ULE GEO RSO ENV RFE

~~the first of August~~ and the contractor wanted to start to work immediately. We knew shortly after starting the staking that the IBM grades did not fit but we had to use them any how on the first set of slope stakes. Then we had to bring all the data into the office, work-up new grade profiles, then go out and re-stake the job to the new grades.

I had to borrow an inspector to commence the project. He worked for one week until another borrowed inspector could take over. He was scheduled to retire after spending only two months on the project, but he was all I could get.

The project was commenced in August and was scheduled to be completed in mid-November of the same year (1977). Because of R/W problems, but more importantly because of delays in utility moves, the contractor was able to only get a good start and had to curtail his operations shortly thereafter and after two months he shut down completely, as he had no place to go without utility conflicts. Then winter closed in. This caused the project to winter over until the following July. This required additional re-staking. It also necessitated another change in inspectors. Because of carryover of other jobs through the winter, plus new construction assignments, plus several hot locations through the winter, plus transfers of permanent people, plus promotions of my best inspectors to jobs in the central office, I was again faced with a lack of trained competent inspectors and no crew chief. I was faced, as before, with very slow production and many errors in staking. The inspector for the second years work was promoted to HE-I out of the lab and was on the project for about a week and quit the State because of a feeling of inadequacy in his new position. I had to shift people on other jobs to bring an inspector in to complete the job. He has since filed a grievance claiming he had to work out of classification without an increase in pay.

In addition to all the above, there was a total of 15 PA's, E.O's, and SFO's written during the project, of which several required a considerable amount of preliminary location and design work, additional construction staking, and additional inspection, office work, etc. Also, because of all the above, an undue amount of additional supervision by the Resident and Assistant Resident was necessary to attempt to police the work of our own people, not to mention the activities of the contractor and the utitlity companys.

There may have been a lot of poor management on my part exercised during the course of this project, but I feel that at least some of it originated in areas in which I had no control. I was put into a position of having to do the best I could with what was made available to me by others.

- end -

8578

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fox Valley - Mill City		WEEK ENDING: September 30, 1978
		SECTION PREFIX: 522-1071
HIGHWAY: Lyons - Mill City		COUNTY: Linn
NAME OF JOB: Fox Valley - Mill City	KIND OF WORK: Grade and Pave	
CONTRACTOR: North Santiam Paving Co.	CONTRACT NUMBER: 8578	FEDERAL AID PROJECT NUMBER: BS-A-487(1)
DATE OF CONTRACT: August 1, 1977	DATE WORK STARTED: August 15, 1977	ESTIMATED COMPLETION DATE: September 25, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 136
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113%
PROJECT AUTHORIZATION: $ 301,510.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 277,601.72	ENGINEERING AUTHORIZATION $ 23,908.28	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 309,907.00	ENGINEERING COST TO DATE $ 58,868.73	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 120%
ESTIMATED PERCENT: OVERRUN 111%	PERCENT OF AUTHORIZATION 246 %	DATE PROJECT WAS COMPLETED: September 25, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.11	1.11			1.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.11	1.11			1.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11325 CY	12,100 CY			3980 Ton
TOTAL QUANTITIES CORRECTED TO DATE	14,000 CY	12,405 CY			5364 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,000 CY	12,405 CY			5364 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1= Hydro-seeder.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept. SUNDAY 24	Fair	0		Stop work order in effect.
MONDAY	Ptly Cldy	136		
TUESDAY	Fair	0		Day Count stopped job complete.
WEDNESDAY	Overcast			
THURSDAY	Fair			
FRIDAY	Partly Cldy			
SATURDAY				

RECEIVED
OCT 3 1978
CONSTRUCTION BRANCH

Keeney, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Contractor seeding and mulching project.
TUESDAY	No activity, project work complete.
WEDNESDAY	No activity.
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Project complete, final inspection being scheduled for late next week.

This is the last report.

RECEIVED
OCT 3 1978
CONSTRUCTION
HQ

SIGNED K. D. Wolfe by James A. Duncan LOCATION Salem

Distribution: Construction (3), Region, file

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8578

Form 2-386-EM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 7/13/78 Contingent upon modification of project agreement if additional funds are required.

BY G. K. Haessner

TITLE Field Operations Engineer

DATE June 27, 19 78

FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fox Valley - Mill City

Highway Lyons - Mill City

County Linn

Contractor North Santiam Paving Co.

Address South 1st Street, Stayton, Oregon 97383

Contract No. 8578

Prefix 522-1071

F. A. Project No. RS-A-487(1)

Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To revise spring box outlet.

NOTED H.S. COULTER

Location by station numbers: Lt. of Sta. 98+30±.

RECEIVED STATE HWY ENGR JUL 28 '78 REFER TO FOR Info Inves R/D D/R Sign Act File

Estimate of quantities and cost:

Labor	$250.00
Equipment	170.00
TOTAL	$420.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The existing springwater collection box will be under a new 33 foot embankment ~~and~~ and needs to be relocted. This Item was in the Authorization under additional anticipated items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$301,510.00
Present estimate of project cost, including $420.00 for work under this order	$305,672.00
Expected ~~under-run~~ over-run amount	$4,162.00
Expected ~~under-run~~ over-run per cent	1.4%

Space to right of this line is for use of Salem Office

Submitted by: K. D. Wolfe, Resident Engineer

Approval Recommended: R. Bruce E. Rose, Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: O. B. Jacksmond, ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer ~~or~~ Office Engineer.

7-13-78

For Comptr.

SP*23877-734

8578

8

December 19, 1977

North Santiam Paving Company
Post Office Box 316
Stayton, OR 97383

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8578 for work on Fox Valley-Mill City Section in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 30 days as requested is granted because of utility delays.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
John Sheldrake
Robert Church
K. D. Wolfe
Richard Hacek

Form 01-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8578

Salem, Oregon

December 16, 1977

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Fox Valley-Mill City
Contract No. 8578
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

North Santiam Paving Company has now formally requested a 30-day extension of this contract time because of utility delays. This is a Federal-aid Secondary project on a Linn County road and bids were opened July 28. The project is 1.11 miles in length and the contract amount is $262,347.58. The contract allowed only 90 calendar workdays. This was a comparatively short time for a job of this size contracted at that time of year. This time was set after discussions with the Region office and the Linn County Engineer. The objective was to try to get the project completed in 1977.

The day count started August 15, and the contractor started work August 16 and worked at clearing for several days. He then moved off the project awaiting the relocation of utilities. A power company, telephone company and the gas company were involved in relocation work.

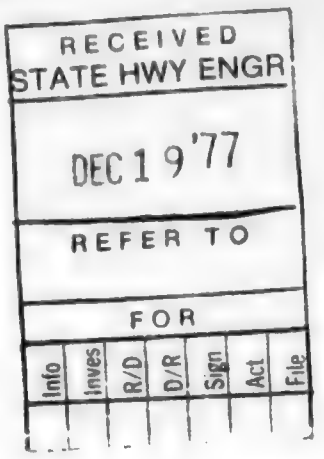
The contractor worked on the grading only two days before rain set in and since the power pole relocation was still not complete, it was decided to winterize the project. It was placed under stop work order as of September 27 with 44 days counted, or 49 percent of the contract time, but with only an estimated 12 percent of the contract work completed now.

A 30-day extension would in effect move back to only 14 days counted, or conversely it would leave 76 days to complete the project which should be more than adequate next spring. I believe the 30 days is well-founded and that we have an obligation under the contract to extend the time accordingly. Hopefully, such a time extension will be the contractor's only recourse. This would have to be nonparticipating, as utility delay is not a valid reason with FHWA. This means the County would have to absorb the nonparticipation if the contract time actually used ultimately exceeds 90 days. This may not happen depending on when the stop work order is lifted, the spring weather, and the contractor's productivity. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church



B-320 (Rev. 5-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 31, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 120 days, within which to complete our Contract No. 8578, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 8-24-77 : ½ day - Contractor held up due to utility companies not finished with their portion of work.

8-25-77 to
9-12-77: 19 days- Power poles not moved.
9-16-77 : ½ day - Power poles not moved.
9-17-77 to
9-27-77: 10 days- Power poles not moved, ground saturated with water, grades to wet. Respectfully submitted,

NORTH SANTIAM PAVING COMPANY
Contractor

By Lee D. Bussing

RECEIVED
NOV 15 1977
RESIDENT ENGINEER

CONSENT OF SURETY

Date November 10, 1977

We, FEDERAL INSURANCE COMPANY
NEW YORK, NEW YORK, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Jack C. Darley (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

RECEIVED

Contract No. 8578 Contractor North Santiam Paving

Highway FAS A487 (Lyons-Mill City Rd.)

Section Fox Valley – Mill City

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Utility Company delays in making line revisions prevented the contractor from starting the grading of the first phase of the stage construction work. Line revisions were not completed until after winter rains had already set in.

Construction recommends a 30-day extension of this contract time because of utility delays.

Recommended for Approval:

Recommend 28½ days

Robert E. Lee
Regional Engineer

J. Kirk Boyd
Construction Engineer or ~~Bridge Engineer~~

H. L. Coulter
State Highway Engineer

Contract No.	8578
Project designation	RS-A487(1) State-Federal
Date awarded	8-1-77
Work started	8-16-77
Per cent completed	12% 9-28-77 Date
No. of Workdays Allowed	90
No. of Workdays Used	44
No. of Added Workdays Requested	30

SP*6T965-724

8578

OREGON STATE HIGHWAY [redacted]SION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County
Board of Commissioners
Courthouse
ATbany, OR 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of section) CC 1768

Date December 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit - Construction $40,583.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in the advance deposit	8,000.00	
		To be transferred to state highway funds for the construction of the Fox Valley-Mill City Section FAS A487.		$32,583.00
		Covered by agreement #5640		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing?

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1071-297

Submitted by:
Harold Reynolds
Harold Reynolson

Approved:

Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

85.78.

522-1071

File

OREGON STATE HIGHWAY DIVISION

August 29, 1977

P.O. Box 14030
Salem, Oregon
97310

Willis R. Grafe, P.E.
Linn County Engineer
3010 Ferry St.
Albany, Oregon
97321

RECEIVED
SEP 1 5 1977

Fox Valley-Mill City
Lyons-Mill City Rd.
Linn County
Contract No. 8578

Dear Mr. Grafe;

Your letter of 8/19/77 requests that the above project be extended easterly to 1st St. as shown on your accompanying drawing. This work involves an overlay of existing pavement with 1½" of E-mix and would be done entirely at County expense on a reimbursable basis. There will be some additional engineering costs created by the increased amount of work and this will be kept seperate and charged to the County under the same billing. I talked briefly to the contractor about this work and he stated verbally that he would be willing to do it at bid prices. I also discussed it with our Construction Department and we would request that you have the County prepare a check for advance payment for the estimated amount and mail it directly to my office. I will forward it through channels with the appropriate back-up information.

Your letter estimates the total tonnage to be 300 tons of mixture in place. To allow for irregularities in existing pavement this could perhaps be increased to 350 ton.

For purposes of estimating;

350 ton mixture at $ 13.40	$ 4,690.00
24.5 ton liquid asphalt at 7% at	171.25
	4,861.25
10% Engineering	486.75
TOTAL ADVANCE PAYMENT	= $ 5,348.00

Completion of this work, of course, depends upon final negotiation of a price agreement with the contractor.

[illegible] Wolfe
DISTRICT ENGINEER

cc: Marion w/attach.
• Phil Stevens Con[illegible]

9/13/77

[illegible]

NEAL D. MICHAEL
Roadmaster

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

WILLIS R. GRAFE, P.E.
County Engineer

September 9, 1977

Fox Valley-Mill City
Lyons-Mill City Rd
Linn County
Contract No. 8578

K. D. Wolfe
Resident Engineer
P. O. Box 14030
Salem, Oregon 97310

Dear Mr. Wolfe;

Per your letter of August 29, 1977, requesting a check for advance payment for the above mentioned contract.

I am enclosing a check in the amount of $7,383.00 as per your request.

Sincerely,

Willis R. Grafe, P.E.

RECEIVED
RESIDENT

8578

August 1, 1977

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attention Mr. Willis Grafe
County Engineer

Gentlemen:

On July 28, 1977 a satisfactory bid was received from North Santiam Paving Co. for the Fox Valley-Mill City Section on Lyons-Mill City Road Section, FAS-A487.

The anticipated construction cost based on their bid is as follows:

Bid Items	$262,347.58
Slide Correction	1,000.00
Temporary Erosion Control	250.00
Damage Responsibility	500.00
Mailboxes	50.00
Fencing	1,000.00
Spring Box Outlet	500.00
4-1/2% Contingencies	11,954.14
9% Engineering	23,908.28
ESTIMATED TOTAL COST	$301,510.00

County's Advance Deposit:

11% of $301,510.00 = $33,166.10, or say $33,200.00.

Please make your check in the amount of $33,200.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, 2960 E. State St., P. O. Box 14030, Salem, OR 97310, prior to August 19, 1977.

Very truly yours,

for Robert H. Prange
Local Programs Manager

HR:ljt

bc: w/att: Phil Stearns, Region 2: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-306 and submit to Finance Branch.

8578

Yellow FAS 124

FORM 61.734.3050

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 26, 1977

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

TO: Ken Wolfe
RESIDENT ENGINEER

SUBJECT: Fox Valley-Mill City Section
FAS A-487 (Lyons-Mill City Road)
Formerly FAS 124
Linn County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9110	00	Mainline, 12' Lt.	Profile Grade
	01	Mainline, 12' Lt.	Subgrade
	02	Mainline, Centerline	Profile Grade
	03	Mainline, Centerline	Subgrade
	04	Mainline, 12' Rt.	Profile Grade
	05	Mainline, 12' Rt.	Subgrade
	06	Mainline, Centerline	Profile Grade
	07	Mainline, Centerline	Subgrade

BG:az
Attachment
cc: Bob Gettis

Section Fox Valley - Mill City Section — Programming Estimate $ 306000

Highway FAS 1487 (Lyons - Mill City Road) 8578 — Project Length Overall 6.53± Miles Work Area 4.4 Miles

County Linn — Completion Time 90 cal w/days (11-20-77)

Kind of Work Grading And Paving

Prefix SLL-1911 — FA Project No. RS-1487(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 266,655.40

ROUTING SLIP DATE: 7/12/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PUBLIC AFFAIRS
DEPUTY DIRECTOR	INFORMATION SYSTEMS	SAFETY
ADMINISTRATION (DOT)	LABOR RELATIONS	TRANSPORTATION RESEARCH
CHIEF COUNSEL	OPERATIONS	AERONAUTICS DIVISION
COMMISSION SERVICES	PERSONNEL OPERATIONS	MASS TRANSIT DIVISION
EMPLOYEE DEVELOPMENT	PLANNING	MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RIGHT OF WAY
DEPUTY STATE HWY. ENGINEER	FHWA	ROAD DESIGN
ASSISTANT FOR DESIGN	LANDSCAPE	SIGN SHOP
ASSISTANT FOR OPERATIONS	LOCATION	TRAFFIC ENGINEERING
ASST. FOR RIGHT OF WAY AND DEVELOPMENT	MAINTENANCE	TRAVEL INFORMATION
METROPOLITAN ENGINEER	MATERIALS	UTILITIES ENGINEER
ACCOUNTING (HIGHWAY)	PARKS AND RECREATION	GENERAL FILES
BRIDGE DESIGN	PERMITS & WEIGHTMASTER	LIBRARY
CONSTRUCTION	PHOTOCOPY	MAIL ROOM
COUNTY-CITY RELATIONS	PROJECT MANAGEMENT	REGION NO. 2
DATA PROCESSING	RADIO	DISTRICT NO.
ENVIRONMENTAL	RESEARCH	

ATTENTION Phil Hearing — FROM: Loc Prog U.

COMMENTS:

Please forward to County for their info.

FORM 81-734-3100 SP*19799-734

	1000
	250
	500
	50
	1000
	500
	$ 7800
	$ 269,455.40
Contingencies (4-1/2%)	12,125.49
Engineering (9 %)	24,250.99
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 305,831.88

APPROVED

/s/ K. E. Dunlap

Road Design Engineer

NOTED

D. O. Christensen

Section Fox Valley - Mill City Section — Programming Estimate $ 306 000

Highway FAS 1487 (Lyons - Mill City Road) — Project Length overall 6.53± Miles, last 4 miles 4 lane, 6.11 miles

County Linn — Completion Time 90 cal n/day (11-20-77)

Kind of Work Grading And Paving

Prefix 522-1971 — FA Project No. RS-1487(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 266,655 00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	1000
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	250
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	500
Signal Controller Testing	
Bikeway Signs	
~~Furnish Mail Box Posts~~ Relocate Mailbox	50
Adjust Utilities	
Misc. Permit Fees	
Remove Fence & Install new fence	1000
Revise Spring Box outlet	500

$ 7800

$ 269,455 00

Contingencies (4-1/2%) 12,125 49

Engineering (9 %) 24,250 99

SUBTOTAL $

Credit for . . . . . $

Estimated Net Authorization, Construction . . . . . $ 305,831 88

APPROVED

J. H. Dunlap

Road Design Engineer

NOTED

D. O. Christensen

OREGON STATE HIGHWAY DIVISION
PRELIMINARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 5-3-77.

Section Fox Valley Mill
County LINN
Kind Of Work Paving & Leveling
Length 0.11 & 5.52
Name Galloway

5-12-77-B

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization	/	Lump Sum	All	(7%)	17,100
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		4500
3	Temporary Signs		Sq. Ft.	490	6	2,940
4	Temporary Barricades		Each	8	125	1000
5	Flagmen		Hour	800	17 00	13,600
6	~~Pilot Car~~		~~Hour~~			
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All	—	1,000 00
	Removal Of Structures And Obstructions		Lump Sum	All	—	5,000 00
	General Excavation		Cu. Yd.	11,325	3 00	33,975
	Trench Excavation		Cu. Yd.	145	10 00	1,450
	Finishing Roadbed And Slopes		Lump Sum	All	—	2,750 00
	Watering		M-Gal.	330	8 00	2640
	Emulsified Asphalt In Watering		Gallon	1,800	1 00	1,800
	1"-0 Aggregate Base		Ton	12,100	5 85	70,785
	Class "C" Asphalt Concrete Mixture In Leveling And Base Course		Ton	2180	14 75	32,155
	Class "E" Asphalt Concrete Mixture		Ton	1800	15 50	27,900
	Asphalt Cement In Mixture		Ton	270	75 00	20,250
	Portland Cement Or Lime Additive In Class "E" Mixture		Ton	18	65 00	1170
	12-inch Culvert Pipe		Lin Ft	250	9 00	2250
	15-inch Culvert Pipe		Lin Ft	128	12 80	1638 40

OREGON STATE HIGHWAY DIVISION

ARY--BID SCHEDULE--COST ESTI

Sheet 2 of 7

Date 5-3-77

ction Fox Valley - Mill City

County Linn

Kind Of Work Grading And Paving

Overall 5.52
Length 1.11

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
21	18-inch Culvert Pipe		Lin Ft	54	16 00	864
22	Extra For Pipe Under Pavement		Lin Ft	22	10 00	220
23	Concrete Inlets, Type G-1		Each	2	550 00	1100
24	8-inch Drain Pipe		Lin Ft	264	5 75	1,518
25	Special Filter Material In Drains		Cu Yd	40	12 00	480
26	Guard Rail, Type 2A		Lin Ft	450	10 00	4500
27	Guard Rail Anchors, Type 1		Each	2	300 00	600
28	Rail End Pieces, Type C		Each	2	125 00	250
29	Extra For Asphalt Approaches		Each	43	140 00	6020
30	Adjusting Manholes		Each	1	150 00	150
31	Adjusting Inlets		Each	3	250 00	750
32	Roadside Seeding And Mulching		Acre	1	550 00	550
33	Roadside Seeding And Mulching Tack Mulch		Acre	1	750 00	750
						264,655 41

8578

FAS 124

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/77
Harold L Rust

6-23-77 Bid Letting _____ All Clear Deadline

SECTION Fox Valley - Mill City
Highway FAS 4497 Lyons - Mill City Rd
County Linn Region ____
Type of Work GP Funds FAS-C
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No significiant problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8578

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to General Files

DATE: June 23, 1977

FROM: Robert H. Prange
Program Management

SUBJECT: Fox Valley - Mill City Sec.
Lyons - Mill City Road
FAS A487
Linn County

We have been informed by the county that a new source of water for one residence along this section has not been located as yet, and we suggest a rescheduling date for the bid opening for this project be August 25, 1977.

RHP:dmc
cc: E. S. Hunter
J. H. Versteeg
D.E. Swan ✓

County will drill 2 wells next week 7/5-8/77. If they don't get water they will pull job back to miss property.
D.E. Swan 6-29-77

Notify Rod Henry
Done 7/7/77
D.E.S

7-6-77 Willis Hoag advises water was found. Wants July letting if possible. If not, August for sure
A Winet

BEN GIFFORD

7/7/77. We will go on it two (or two and a half) week ad.
Cusack (FHWA) agreed. D.E.S

81-125-1367

8578

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

0522

6-8-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-602(2)
Project Name FOX VALLEY - Mill City
Lyons - Mill City Road FAS 4407 (formerly 124)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 8 day of June, 1977

County of Linn

Vernon Schrock
~~County Judge~~/Chairman

Ian L. Tinn
Commissioner

Mary Keenan
Commissioner

Certified By:

Perry A Cook
Regional Right-of-Way Supervisor
Date 7-7-77

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

RP

8578

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-1-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-A487(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70343

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Secondary A 487	County Road

GENERAL LOCATION:

"Fox Valley-Mill City Section"

GENERAL DESCRIPTION OF WORK:

Construction including utility adjustments.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Kenneth Rolfe dated 5-25-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids and as requested in Mr. Swan's 5-27-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $325,000-Federal Funds $278,800 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8578

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A, 2A-2	Stage Construction
2B, 2B-2, 2B-3	Temp. Protection & Direction of Traffic
2C	Pipe Data
2D	Summary
3-8 Incl.	Plan & Profile

3-16-77

STATE

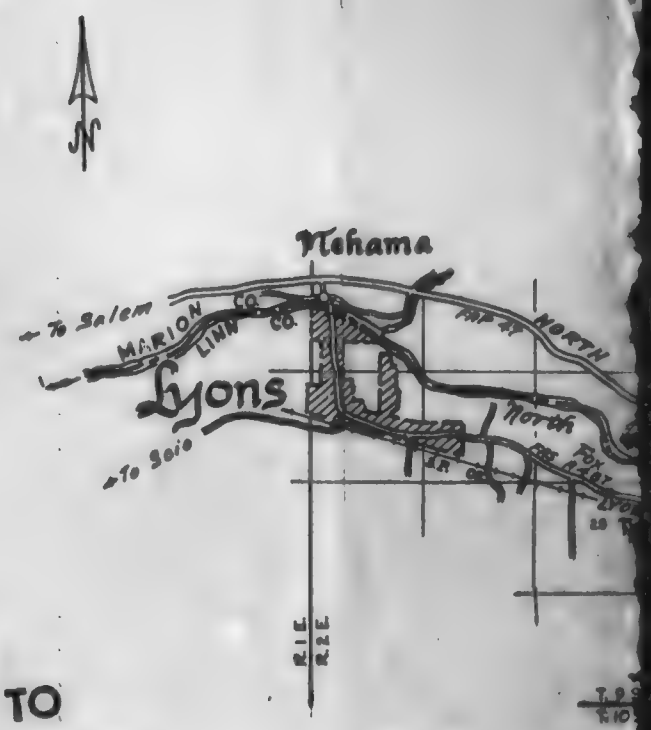
STATE HIG

PLANS FO

FOX VALLEY

FAS A487(

L



APPROVED March 16 1977

BOARD OF COMMISSIONERS OF Linn COUNTY

BY Vernon Schrock
COMMISSIONER

Tom L. Tamm
COMMISSIONER

Mary Keenan
COMMISSIONER

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson LW
Heger	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

BEGINNING OF PROJECT
Sta. 95+00

END OF PROJECT
Sta. 385+60

* Immediate Construction Project

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

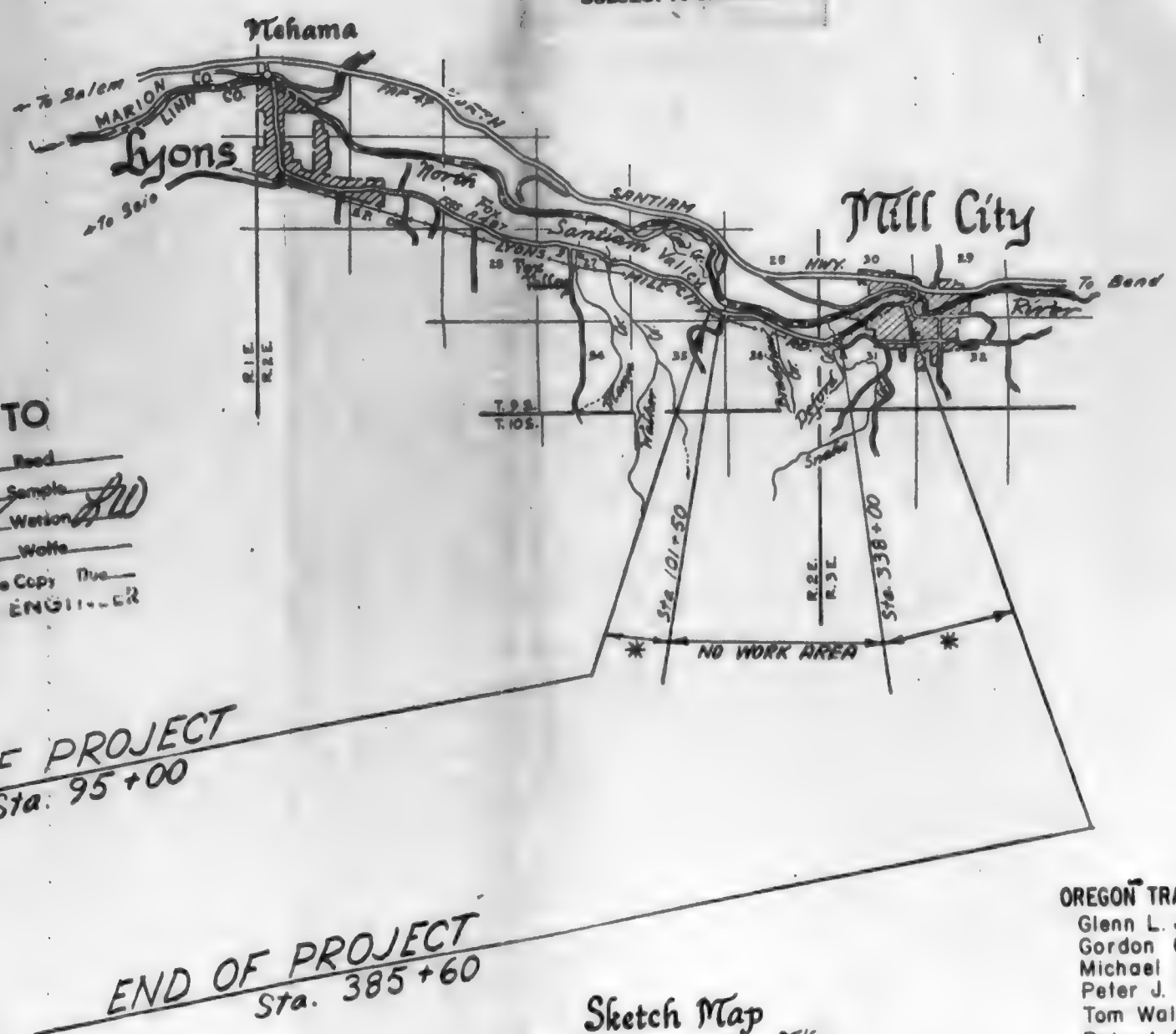
PRELIMINARY COPY
MAR 10 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FOX VALLEY ~ MILL CITY SECTION

FAS A487 (LYONS-MILL CITY RD)

LINN COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



ERRED TO

Read
Sample
Watson
Wolfe
Do File Copy Due
DESIGN ENGINEER

VG OF PROJECT
Sta. 95+00

END OF PROJECT
Sta. 385+60

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERA

E OF OREGON

GHWAY DIVISION

OR PROPOSED PROJECT

PRELIMINARY COPY
MAR 10 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

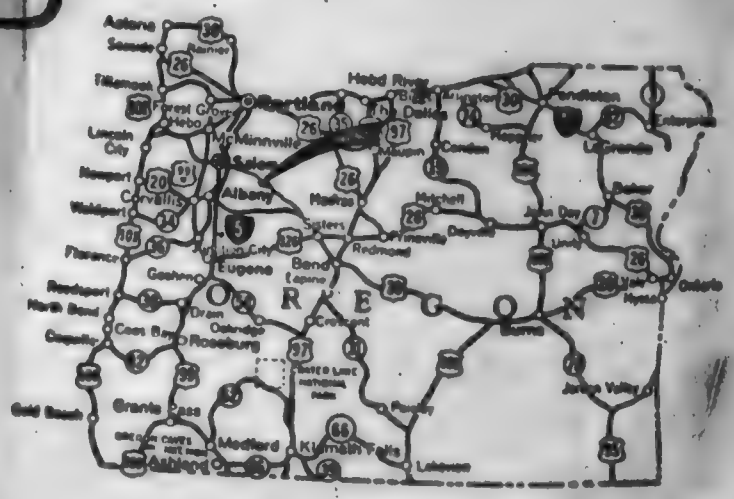
FOX VALLEY ~ MILL CITY SECTION FAS 4187(LYONS-MILL CITY RD) LINN COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

MILL CITY SECTION

(LYONS-MILL CITY RD)

LINN COUNTY



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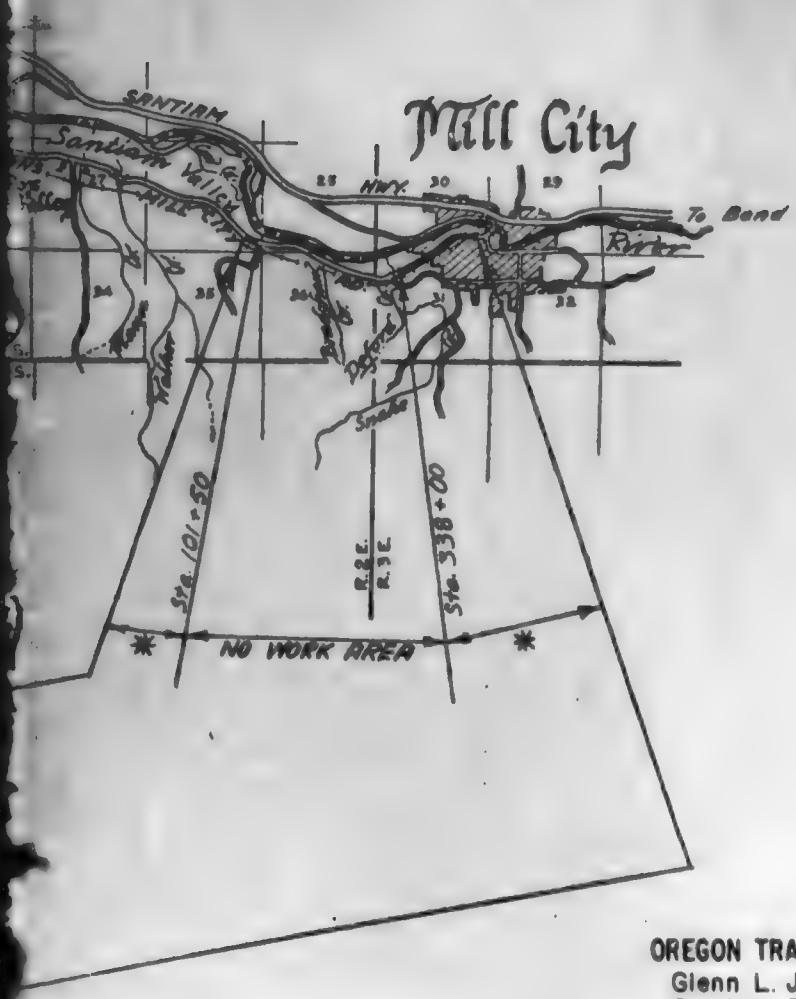
SUBJECT TO CHANGE



Sketch Map

Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

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Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

REGISTERED PROFESSIONAL ENGINEER 4475 OREGON OCT. 20, 1950 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4550 OREGON MAY 28, 1940 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8578

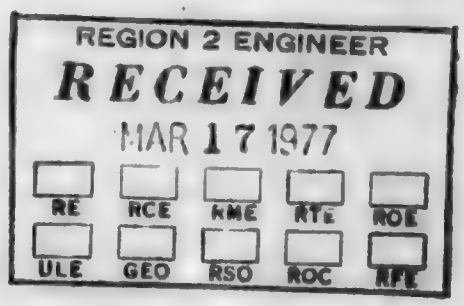
522-1941

NEAL D. MICHAEL
Roadmaster

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

WILLIS R. GRAFE, P.E.
County Engineer

March 15, 1977



Phillip O. Stearns
Region II, Federal Aid Engr.
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Returned herewith, per your March 11, 1977 request, you will find one signed copy of the Fox Valley-Mill City Section of FAS A-487, Lyons-Mill City Road, C.R.#6.

For deviation from standard 8' shoulders

It is our understanding there has been some concern over the use of 4' shoulders in this case, considering the volume and character of the traffic.

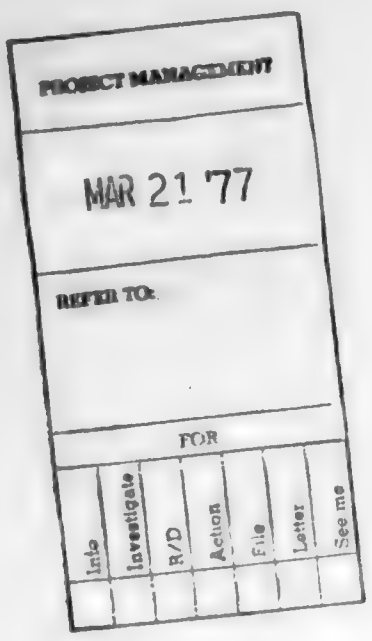
We have shared this concern regarding this aspect of the project from its inception, but felt the extreme disruption to the abutting owners and the significantly higher cost which would result from a design requiring right-of-way acquisition would render the project infeasible. Fortunately, your field engineers have provided us with a design which has fully utilized the existing right-of-way, yet provides the capacity needed for the forseeable future.

We sincerely appreciate your cooperation and assistance in bringing this project into being.

Respectfully,

Willis R. Grafe
Linn County Engineer

C.C. Cliff Laux



WRG:bt
Encl.

√ (11) Has FKED

8578

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 10, 1977

FROM: for L. W. Rutan
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT (Addendum to)
Mill City-Deford Br. Sec.
Lyons-Mill City Hwy. (FAS-124)
Linn County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
2-18-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : John Sheldrake
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO
FOR
DIR | Sign | ...

81-125-1387

8578

January 31, 1977
(date)

Mr. Willis Grafe
Linn County Engineer
P. O. Box 100
Albany, OR 97321

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the fcrm below regarding these resources and return it to the Oregon State Highway Division, County and City Unit [illegible] Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 124, Lyons-Mill City Road

Section DeFord Creek-North Santiam River: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 11 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Feb 9, 1977
(date)

By Vernon Schrock Chm.

By Ian H Tunn
Commissioner

By Mary Keenan
Commissioner

cc: Duane Ridings
(Program Mgt)

Prefix: 522-1941

/ 8578

1-28-77

LOCATION NARRATIVE
Unit 2 - M. P. 5.0 Waste Area
DeFord Bridge - Mill City Section
Linn County
Lyons - Mill City Highway FAS 124

History

The roadway widening and overlay proposed for the DeFord Bridge - Mill City Section, for sake of clarity now labeled Unit 1, will produce 8,900 cubic yards of excess excavated material that will be suitable for roadway embankment.

On November 12, 1976, Linn County Engineer Willis Grafe requested this excess material be placed as a fill against the inside of a 14^{o} curve on the subject highway. This curve is $1\frac{1}{2}$ miles west of the new DeFord Creek bridge.

He also requested that the existing alignment of the curve and its approches be shifted, and the resulting work to produce a completed section of roadway be made an extension of the original project. The length of this extended work area is 0.2 mile.

Approval to do this location was contained in Authority For Survey No. 2.

Standards

The standards for this unit would deviate from Class C (2) Highway by having 4-foot shoulders and maximum fill slopes of $1\frac{1}{2}$:1.

Typical Section

The surfacing thicknesses are those obtained from Clarence Gregg for the Unit 1 section.

Pavement width: Two 12-foot lanes with two 4-foot shoulders.

Subgrade width: The left side needs at least 2 feet of widening throughout most of its length because the 30 ft. fill makes guardrails necessary. Added width is needed in the flare areas.

Right-of-Way

The proposed R/W taking is from property owned by Lyle B. and Mary L. Derby. The proposed taking is undeveloped except for a concreted spring 80 feet left of "L" Station 98 + 60. The Derby's drinking water is supplied by this spring. They also have an irrigation pump about 150 feet left of "L" Station 96 + 50. This pump uses surface spring water. Mr. Derby is extremely concerned about losing his water source.

Region Geologist William Fretwell thinks it is very likely the spring will be damaged during construction and suggests it would be better to drill the Derbys a well. The water table is high in this area, and Fretwell does not believe it will be difficult to locate a new source.

Location Narrative Continu
Unit 2
DeFord Bridge - Mill City Section

Right-of Way (Contd)

Any necessary R/W, and agreements applicable thereto, are to be obtained by Linn County. The "L" line requires 0.45 acre, the "L2" 0.68 acre.

The existing Southern Pacific Transportation Company R/W in this area is 60 feet. It is assumed that county R/W also is 60 feet.

Alignment & Earthwork

Linn County ran a "P" line and some cross-sections in this area. We used their "P" line bearings, distances and ties, and assumed coordinates for purposes of computations. We took additional cross-sections and extended some of those taken by Linn County.

Several different alignments were tried before deciding on the "L" and "L2" lines. The "L" line was developed so as not to disturb the spring with the fill slope. Several alignments were tried that lengthened the westerly end of the project and shortened the storage length between the highway and the railroad for the approach at Station 96 + 75 Right. The "L" line has a short existing 6^{o} curve reversing to the proposed 7^{o} curve left through the embankment area.

This "L" line alignment, with normal subgrade width, had about 700 cubic yards of excavation and requires 5,600 cu. yds. embankment. To use more excess material from the main unit the subgrade is widened by 8 feet on the left side. This widening will require an additional 2,100 cu. ft. of embankment. Whether additional widening will be necessary to dispose of all the excess depends on the shrinkage of the material.

The "L2" line is developed on the premise that Mr. Derby's spring will probably be disturbed by the construction. Although the "L2" alignment would sacrifice the spring it also would eliminate the need for the reversingcurve, providing a far more desirable alignment from the standpoint of safety and accommodation of future higher traffic volume. This line has 600 cu. yds. of excavation and 9,800 cu. yds. embankment required. This is 1,000 cu. yds. more material than would be excess from the main unit, but the material is available from the old railroad embankment.

Except for the added embankment, 0.2 acre additional R/W, and slightly more guardrail and drain pipe, the "L" and "L2" costs are very similar, assuming a well may need to be drilled for both proposals.

Drainage

Drainage is not a problem because most of the soil consists of gravels mixed with some humus. No standing water is noted, nor is there evidence that this occurs. Percolation is excellent.

The area where the embankment is to be placed is an old oxbow of the Santiam river. For reasons unknown there is a gravel plug in the oxbow at Station 100 left. A sketch and profile of the oxbow is shown on the end of the cross-section roll. The only purpose for the drain pipe is to prevent water from saturating the fill if the spring ever changes its course.

Location Narrative Continued
Unit 2
DeFord Bridge - Mill City Section

Utilities

A Pacific Northwest Bell underground telephone cable and four telephone poles will be in conflict along the left side. Linn County to arrange for adjustment.

Traffic

Traffic can remain on the existing roadway during most of the construction by using signing, cones and flagmen during working hours. For a short while traffic may have to be placed on the base rock. This can be held to a minimum by the contractor's careful scheduling of his operations.

Clearing and Grubbing

The embankment area is covered by 40 to 50 maple trees 12 to 24 inches in diameter. The trees are concentrated in 12 to 15 small clumps. We and Linn County expect the owner will want to remove and dispose of the trees. The owner has indicated as much but has offered no firm decision.

January 28, 1977

J. M. Martin,
Resident Engineer

Form FHWA 121 (Rev. 8-73)

8578

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 26, 1977

In reply refer to: 1041B.2

SUBJECT: Addendum to PROJECT ASSESSMENT
Mill City-Deford Br. Section
Lyons-Mill City Hwy. (FAS-124) RS A487(-)
Linn County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The assessment for this project submitted December 31, 1975, was returned January 20, 1976. Our concurrence with your finding of a non major action was made at that time.

The subject addendum to the project assessment submitted with Mr. Rulien's January 18, 1977, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subjec t to future reviews at the appropriate stage during the project development.

G. K. Hansen
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO
Rulien
FOR

8578

FORM 82-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 13, 1977

Salem, OR. 97310

OK IR

FILE:

CATEGORY 3 PROJECT

NON-MAJOR

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Addendum
Project Assessment
Mill City-Deford Br. Sec.
Lyons-Mill City Hwy. (FAS-124)
Linn County, Oregon

TO: L. W. Rulien
Program Management Engineer

RS-A487(-)

The original project assessment dated December 26, 1975, stated that there would be no right-of-way required. However, the most current design of the project is expected to generate about 9,000 cubic yards of excess escavated material, and would require about one acre of right-of-way for disposal of the excess material. The material would be disposed of by extending the northerly fill slope at M.P. 5.2 of the existing highway. The proposed disposal site falls outside of the subject project termini, but it is here that Linn County has future plans to use the fill slope extension to improve the existing alignment of the existing highway.

The proposed disposal site is a part of a large undeveloped area that extends along the southerly side of North Santiam River and lying between the present river channel and the Lyons-Mill City Highway. The river channel is about 100 meters from the toe of the proposed fill.

The natural vegetation within this area is riparian in nature consisting of a dense overstory, older growth, big leaf maple, red alder, and scattered douglas fir. The overstory extends upward 50-60 feet above ground elevation. The mid-story vegetation consists of a rather scattered population of the immature species of the overstory. Shade resistant vegetation such as bracken and sword ferns and native grasses form a rather sparse understory. Soils are the unconsolidated gravel sand and silts of an ancient flood plane terrace lying above the present stream channel. The area appears to be well drained and foundation problems are not anticipated.

Clearing for the disposal of the excess material would remove all the vegetation within an area tentatively delineated for a future highway fill. Removal of vegetation and the disposal of excess material would have some visual impact as seen from the highway and there would be some loss of wildlife habitat. The visual impacts would be minimized by the grading and shaping of the waste material to a suitable configuration for future highway embankment. Either seeding and mulching or a natural regrowth of vegetation would tend to blend the disturbed area into the existing background. Loss of wildlife habitat would not be significant as the area to be cleared would be only a small percentage of similar adjacent habitat.

A telephone line along the northerly edge of the highway would require adjustment.

BEN GIFFORD

PROJECT MANAGEMENT | JAN 14 '77 | REFER TO: | FOR: Info | Investigate | R/D | Action | File | Letter | See me

It has been determined that the effects of the changes in the proposed right-of-way requirements on the natural and cultural environment would not be significant. It is, therefore, recommended that the existing classification of Category 3, Non-Major remain unchanged.

GAP:GR:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh

8578

RECEIVED
STATE HWY ENGR
JAN 10 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

January 5, 1977
Salem, OR 97310

NOTED
L. S. HUNTER

Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

L. W. Rulien
Program Management Engineer

Addendum
Project Assessment
Mill City-Deford Bridge Section
Lyons-Mill City Hwy. FAS 124
Linn County, Oregon

The field location study has indicated that there will be approximately 9000 cubic yards of excess excavated material to be disposed of and that a waste disposal site will be required.

Linn County proposed that an area adjacent to the Lyons-Mill City Highway at approximate MP 5.2, be developed as a disposal site. The disposal method proposed is to extend the northerly fill slope of the existing highway. This would be in line with the County's future plans to improve the highway alignment at this particular point.

The anticipated improvement in the highway alignment will require acquisition of approximately 1 acre(s) of additional right-of-way. It is Linn County's intention to acquire this right-of-way for future highway improvement whether or not it is used for a disposal site at this point in time. The exact dimensions of the parcel of land to be acquired have not been determined as yet but it will be a rather narrow strip of land generally paralleling the northerly side of the existing right-of-way and the area confined to that needed for future development plans.

At the present time the proposed disposal site is a part of a large undeveloped area that extends along the southerly side of North Santiam River and lying between the present river channel and the Lyons-Mill City Highway. The natural vegetation within this area is riparian in nature consisting of a dense overstory, older growth, big leaf maple, red alder, and scattered douglas fir. The overstory extends upward 50-60 feet above ground elevation. The mid-story vegetation consists of a rather scattered population of the immature species of the overstory. Shade resistant vegetation such as bracken and sword ferns and native grasses form a rather sparse understory. Soils are the unconsolidated gravel sand and silts of an ancient flood plane terrace lying above the present stream channel. The area appears to be well drained and foundation problems are not anticipated.

Clearing for the disposal of waste material will remove all the vegetation within an area tentatively delineated for a future highway fill. Removal of vegetation and the disposal of waste material would have some visual impact as seen from the highway and there would be some loss of wildlife habitat. The visual impacts would be minimized by the grading and shaping of the waste material to a suitable configuration for future highway embankment. Either seeding and mulching or a natural regrowth of vegetation would tend to blend the disturbed area into the existing background. Loss of wildlife habitat would not be significant as the area to be cleared would be only a small percentage of similar adjacent habitat.

A telephone line along the northerly edge of the highway would require adjustment.

It has been determined that the effects of the changes in right-of-way requirements on the natural and cultural environment would not be significant. It is, therefore, recommended that the existing classification of Category 3, Non-Major remain unchanged.

GAP:GR:cjh

cc: E. S. Hunter
C. O. Fredrickson
Eddie Welsh

8578

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 522-1941

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 1, 1976

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Mill City-DeFord Bridge
Lyons-Mill City, FAS 124
Linn County

TO: Frank E. Terpin
LOCATION ENGINEER

Herewith for your approval is Authority for Survey, No. 2, Draft Location Prospectus and Prospectus Map for the subject project. Also included is an estimate of field survey and a copy of a letter from Linn County Engineer.

The anticipated cost of regional functions is:

Field Survey	(901)	$11,200
Soils & Geology	(910)	2,900
Utility	(914)	600
Environmental	(923)	200

DWT/lea
attach

cc: Jack Martin w/attach
James Chaney "
File

- Wills

LOCATION SECTION

Authority for Survey No. 2
Mill City-DeFord Bridge
Lyons-Mill City Hwy
Linn County

Cost Estimate

Field Engineering (901)

Labor

Establish "P" line, take x-sections, topography, run profile, tie property corners, etc.

HE-2	transitman	40 hrs. at $11.44/hr =	$457.60
HE-1	rod-chainman	40 hrs. at $10.38/hr =	415.20
HE-1	rod-chainman	40 hrs. at $10.38/hr =	415.20

Draw vicinity map and disposal area development plan.

HE-1	draftsman	40 hrs. at $10.38/hr =	415.20

Plot x-sections, compute quantities, type reports.

HE-1	officeman	40 hrs. at $10.38/hr =	415.20

Supervise, prepare narrative and cost estimate, maintain personal and telephone contact with interested officials

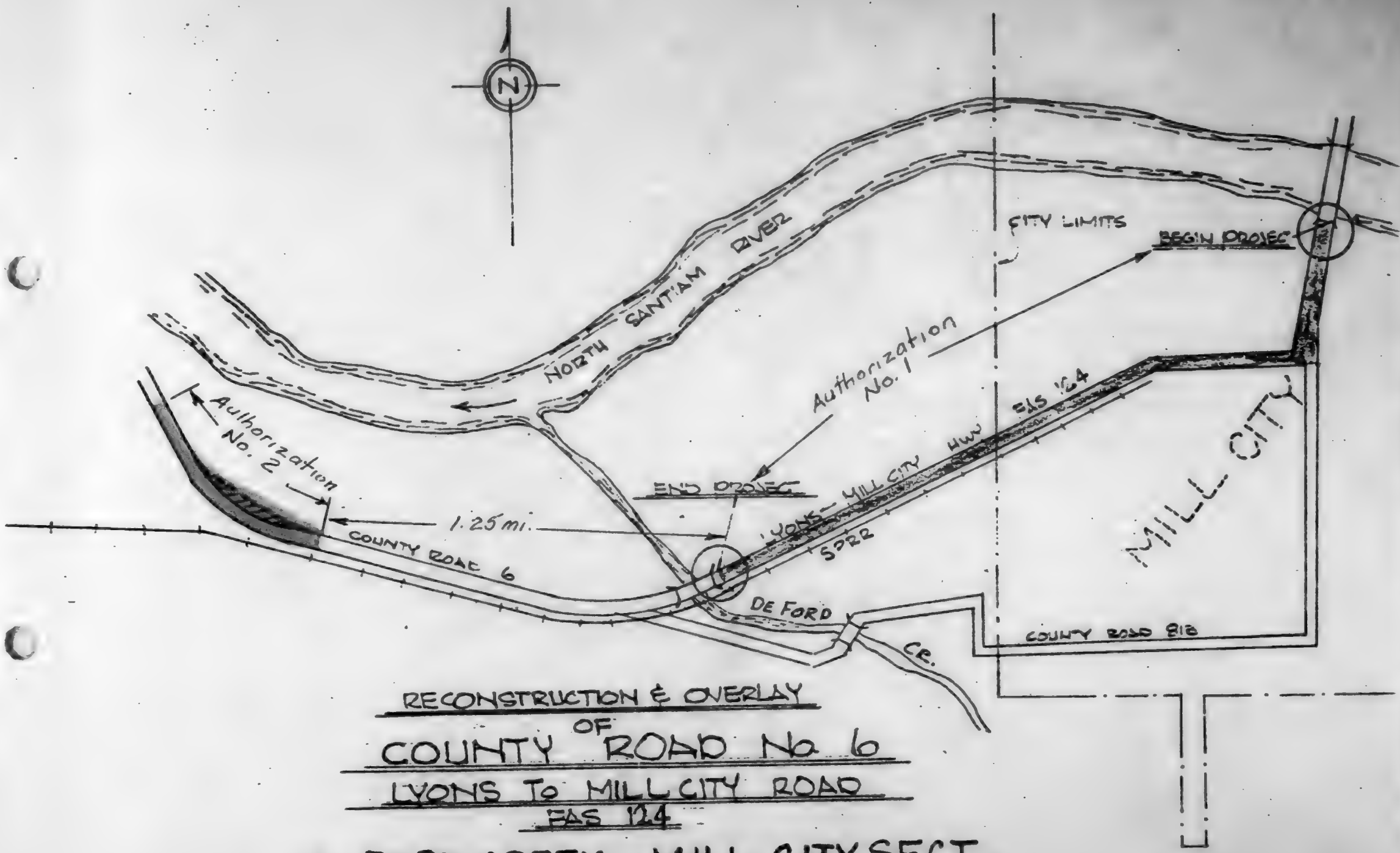
HE-3	Resident Engineer . .	40 hrs. at $12.62/hr =	504.80

Total Labor (37% load) $2,623.20

Overhead

Equipment rent	$260.00
Office rent	225.00
Utilities	40.00
Stationery & drafting supplies	12.00

Estimated total required for survey (901) $3,160.20
say $3,200.00



RECONSTRUCTION & OVERLAY
OF
COUNTY ROAD No 6
LYONS To MILL CITY ROAD
FAS 124

DE FORD CREEK - MILL CITY SECT.

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926 9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

November 12, 1976

Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Hwy Divison, Region 2
2960 E. State Street
Salem, Oregon 97310

RE: DeFord Creek-Mill City Sec.
Lyons-Mill City Road
FAS-124, (Co.Rd.#6)

Dear Mr. Stearns:

It is our understanding the field phase of the preliminary engineering work for subject project has been completed and transmitted to headquarters design for final design and contract preparation. If our information is correct, it is planned to advertise for bids in the Spring of 1977.

In discussing the details of the design, it has come to our attention that approximately 9,000 cubic yards of excess material will be available from the grading phase of the project and no plans have been made thus far to utilize it to the benefit of the highway.

We have on this same route (FAS 124) approximately one and one quarter miles Westerly of the West end of the project as now approved and designed a hazardous, curve which could be significantly relieved by utilization of this material for construction of a fill.

The existing curve will, in any case, soon need to be programmed for improvement, either by the county or as a Federal Aid project. We feel utilization of the excess material at this time would serve the public interest not only by expediting the immediate reduction of a serious hazard, but also by reducing environmental damage through providing a disposal site now and avoiding the necessity of acquiring a future borrow area.

The proposed work will require a single acquisition of right-of-way which can be performed by the county with their funds under appropriate procedures to assure harmony with Federal Aid requirements.

The entire parcel is in second growth hard-wood vegetation and there are no improvements on the property which will need to be purchased.

Preliminary discussions with the owner lead us to believe no problem will be encountered in the acqusition process, and we are already proceeding with it since, regardless of the outcome of this proposal, the county will need the area.

We have done some preliminary survey work in order to obtain enough information to acquire right-of-way, and it may be adequate to prepare the design for incorporation into the project.

We would prefer that the work done under the proposed extension of the Federal Aid project would result in complete correction of the hazardous area by providing a completed section of road, and consider that the best way to accomplish this would be for the Highway Division to perform all appropriate design and construction engineering, in the usual manner for Federal Aid projects. All our field work to date will be made available and we will be pleased to perform additional field surveying if State forces are unable to do so within the short time frame.

We recognize that requests such as this with the urgency involved cause disruption in the normal scheduling of projects, but feel the benefits to be gained make it worthy of special consideration. If the time frame is such that it will be impossible to meet the present schedule for advertising, we would be in favor of any reasonable delay in the advertising date so long as it was possible to put the entire project to contract during the 1977 construction season.

Your urgent attention to this matter will be appreciated.

Very truly yours,

Willis R. Grafe
Linn County Engineer

WRG:bt

Draft Location Prospectus
Mill City-DeFord Bridge Section
Lyons-Mill City Highway FAS 124
Linn County

Explaination: This Authorization No. 2 is submitted at Linn County's request to include this project in the contract work proposed by Authorization No. 1

Narrative: The roadway widening and overlay proposed for the Mill City-DeFord Bridge section will produce about 7000 cubic yards of excess material suitable for roadway embankment.

Linn County has requested this material be placed as a fill against the inside of a 14° curve on subject highway, about 1¼ miles west of the DeFord Bridge. They also ask that the existing alignment of the curve and its approaches be shifted to reduce the horizontal curvature and the hazardous condition that now exists.

The work would include preparing an access road into the fill area, clearing the site, constructing the embankment, and grading and paving the new alignment.

The purpose of the survey is to prepare plans, specifications and cost estimate for the shift in alignment and reconstruction of roadway of 0.3 mile of FAS 124 to reduce horizontal curvature at M.P. 5.08. The survey is also to produce a developmental plan for disposal of excess excavated material obtained from original project. This material to be used as embankment for section of road to be realigned.

This is a FAC-S project.

Termini: Project thus described extends from approximately M.P. 4.88 easterly to approximately M.P. 5.08.

Length:	0.25 mile.
Characterists:	Present ADT is 1375 vehicles, heavy logging traffic. Subject curve is presently 14°, length 600 feet. This will be reduced to 6° with little change in length.
Standards:	Class C (2) highway.
Structures:	None
Typical Section:	Two 12 foot lanes with 4 foot shoulders.
Right of Way:	Approximately 0.4 acre, unimproved, will be required and obtained by Linn County.

J. R. Martin
Resident Engineer

522-1941

FORM S-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon
November 24, 1976

To: C. O. Fredrickson
Region II Engineer
Salem

SUBJECT: Authority for Survey No. 2
Mill City-DeFord Bridge
Lyons-Mill City Hwy
Linn County

Transmitted herewith for your approval is Authority for Survey No. 2 on subject project.

Also attached are preliminary engineering cost estimate, Draft Location Prospectus, Prospectus Map and copy of letter from Linn County Engineer

J. H. Martin
Resident Engineer

Attachments

cc: C. T. Kenny w/o [illegible] of
attachments described above.
Approval is recommended.
Remarks _____

REGION II CONSTRUCTION ENGINEER

Form E-20 (Rev. 9-71)

8578

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mill City-DeFord Bridge

Highway Lyons-Mill City, FAS 124 (A487)

County Linn

Date November 22, 1976

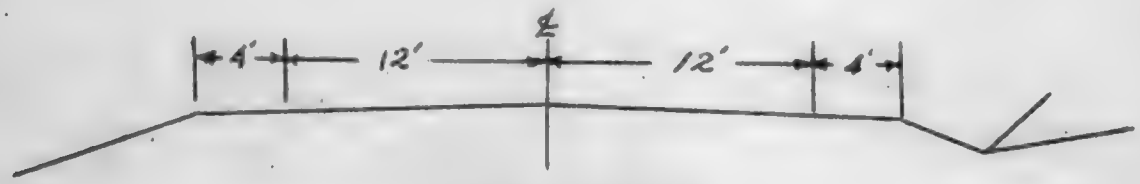
Authorization No. 2

Survey Prefix 522-1941 (Assigned by Salem office)

Description of termini, route, length, etc.:

The section concerned with this Authorization extends approximately from M.P. 4.88 to M.P. 5.08 on Highway FAS 124. This is 1.25 miles west of the DeFord Bridge, described as the southern terminus in survey Authorization No.1

Length of survey covered by this Authorization is 0.3 mile. Total length of surveys 1 and 2 is 1.3 miles.



Typical Section

Purpose of survey:

To prepare plans, specifications and cost estimate for shift in alignment and reconstruction of roadway of 0.3 mile of FAS 124 to reduce horizontal curvature at M.P. 5.08. Survey also to produce a development plan for disposal of excess excavated material obtained from original project. This material to be used as embankment for section of road to be realigned.

This is a FAS-C project.

Estimate of cost:

Field	901	11,200	Proj. Mgt.	920	100
Plans	905	2,000	Specifications	921	400
Soils	910	2,900	Environmental	923	200
Utility	914	600	Seminars	950	100
Location Studies	918	500			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 18,000
Previous authorization	13,000
Additional authorization requested	5,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

J. H. Martin
Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Regional Engineer

Approved:

Deputy XXXXXX State Highway Engineer

SP*23604-734

8578

FAS 124 Linn Co

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Deford Creek-N. Santiam River

Highway: FAS 124

County: Linn

Prefix: 522-1941

Res. Engr: J. Martin

Date October 7, 1976

Ten Year
Traffic Coefficient 7.5

18 kip s.a. per day 55.5

R value 16

Frost Penetration - - - -

CBE Total Requirement 22.5"

RECEIVED
COUNTY & CITY SECTION
OCT 8 1976
☐ ENGR. ☐ COUN. ☑ UE ☒ AE ☐ DE
☑ UPE ☒ DE ☒ DE ☒ UPE ☐

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. (Future Staging)	8.0
1.5"	A.C.W.S. (Cl. "E")	3.0
2.0"	A.C.B. (Cl. "C")	4.0
11.5"	A.B.	11.5
19.0"		18.5" Initial
		26.5" Final

* EXISTING ROADWAY
20'± Width

4.0" A.C. (Future Staging)
1.5" A.C.O.L. (Class "E") with an extra allowance (1.0")
Cl. "C" A.C. for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City
Materials

Hal-Fred

* Deflection measurements indicate that for a Ten Year Design Period five and one-half inches asphaltic concrete overlay is required. To satisfy the requirement, a one and one-half inch flexible mat will be placed now with the additional stages to be placed at some future date depending upon visual inspections and deflection measurements. The Final Application shown for "New Work" is controlled by the requirements of the "Existing Roadway."

8578

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

7-14-76

Attention: County-City Unit

Subject: Federal Aid Project No. #RS-602(2)
Project Name DeFord Cr.-N. Santiam River Sec.
Lyons-Mill City Rd. (FAS-124)

Regarding the above referred to federal aid project, we hereby certify that to of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the exi right-of-way. This existing right-of-way was acquired prior t January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisitio Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance w said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residen farms or businesses and in accordance with the Uniform Rel Assistance and Real Property Acquisition Policies Act of 1 displaced persons, businesses, or farm operations have bee relocation payments, if eligible, and relocation assistanc placed individuals or families have been relocated to dece and sanitary housing or have been offered decent, safe, sa fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within t of-way of the above referred to federal aid project have been ized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 14th day of July

County of Linn

Geo. K. Mc
County Judge

Vernon Schrap
Com

Ian Tenin
Com

RECEIVED
COUNTY & CITY SECTION
JUL 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

cc John Oaks
DE Swan

RECEIVED
JUL 19 1976
DISTRICT II
R/W. OFFICE

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8578

6-76

Lyons - Mill City Hwy FAS 124
Linn County
Res. Engr. J. M. Martin June 1976

History: On November 11, 1975 Linn County sent an FAS-C Project request to the State. The project was to include shoulder widening and overlay.

A request for Authority for Survey was submitted by Resident Engineer Keats Oliver on Nov. 25, 1975.

Project Management classified this project as a category 3 project of non-major action. Present ADT is 1375.

In 1974-75 Linn County ran their own location survey. It was from the county survey and plans that much of the information used in this location project was obtained.

The westerly terminus of this 0.9 mile project is at DeFord Cr. Bridge (Sta 338). This bridge is being replaced under Contract 8348.

The easterly terminus was originally intended to be the Santiam River Bridge(Sta 392). Because of utility pole confilicts,this terminus was changed to 3rd St.(Sta 385+60). This change is further explained in the utilities section of this narrative.

Standards: Proposal for this project is a class C(2) Highway which would deviate from the standards by:

a) 6½ % maximum grade.
b) 4-foot shoulders.
c) Maximum cut slope 1½:1
d) 40 mph vertical sag.

Typical Section: The surfacing thicknesses were obtained by phone from Clarence Gregg May 20, 1976.

For New Work -
2" A.C. Future Final Stage
1½" A.C. Wearing Modified "C"
2" A.C. Base
11½" Aggregate

Over Existing -
2" A.C. Future Final Stage
1½" A.C. Wearing Modified "C"
1" Leveling (Average)

Horizontal Alignment & Right-of-Way:

The Linn Co. plans used an "L" line which we call "LC" for Linn County. This "LC" line follows the center of the existing 60 foot R/W beginning at Sta. "LC" 337+36.15, the P.T. for the 6 degree curve about 45' west of the West end of the future new DeFord Bridge. From this P.T., the "LC" line continues Northeasterly to an angle point at "LC" 341+99.56 Rt, then past a City Monument No. 24 at S.W. 10th St.("LC" 362+54.32 - 0.21 Rt.) to the P.C. of a 6 degree curve Rt. at "LC" 373+92.33. Between this PC and the PT at Sta "LC" 379+27.54, the line is not on the R/W centerline. From this PT ahead to the angle point at Sta."LC" 389+36.31 the line follows the center of Broadway St. From this angle point to the left the line goes an additional 250 feet and ends at the Santiam River Bridge.

This "LC" alignment appeared satisfactory except for requiring an additional 20 foot maximum R/W on the left between station 361 and 363 in the vicinity of S.W. 10th St. in order for a 1.5:1 fill to catch. More R/W would also have been required for the radii at 10th Street.

To avoid this R/W conflict and more closely match the existing road alignment, we shifted our "L" ℄ to the right 12 feet in this problem area. This shift was based on being able to use part of the abandoned S.P.R.R. R/W, deeded to the State of Oregon on Linn Co. Deed MF 110-216 & R/W File No. 33425.

We talked to Don Shaffer June 2, 1976 to see if he thought this R/W, which was purchased for bike path use, could be used for county road cut slopes. He thought it would be acceptable if enough property remained to construct a Class I, 8 feet wide, path in the future. The proposed $1\frac{1}{2}$:1 cut slopes extend a maximum of 23 feet on the old R.R.R/W and leave the entire roadbed.

Flatter cut slopes could be used on the R.R. side, but the existing rails are still in place. According to R/W agreement with SPRR, the railroad has 18 months from April 4, 1975 to remove the rails.

The "L" alignment began at "LC" angle point 341+99.56 and tapers to 12 feet Right of "LC" line at 10th St.(Sta "L" 362+55.19). From the angle point at 10th St. the "L" line parallels 12 feet right of the "LC" line to an 8 degree curve right ("LC" was 6 degree) that matches into the Broadway Street Centerline at the PT"L"378+81.57. This proposed 8 degree curve should be adequate for the 30 MPH speed in this area.

Coordinates were assumed from the coordinates of City monument 23 and the bearings used on the map of Mill City, County Survey 12863, prepared by Clark & Groff Engineering in 1972. We did find some discrepancy between the coordinates shown between City monument 23 & 24.

Vertical Alignment:

Where ever possible, the vertical alignment is just high enough above the existing pavement for the overlay and leveling. There are two areas of deviation from this alignment in the area before 10th St. and at the old railroad crossing at 6th Street where the 8 degree curve is.

The area between Sta 357 and 361 requires a 500 foot crest vertical curve for a 45 MPH AASHO stopping sight-distance. This curve lowers the existing grade about 2 feet maximum in this area. This 500 foot crest curve goes into a 300 foot sag curve at 10th St.(AASHO 35-40 MPH). The speed limit in this area should be reduced to 40 MPH 500 feet west of 10th St rather than 100 feet east of 10th St where the sign is presently located.

In the area of the 8 degree curve at Sta. 377, the old railroad fill will be cut out to avoid a sudden 4 foot hump. This will also make it possible for better alignment for 6th St.

The super for the 8 degree curve has been shown as 0.04 ft/ft which is adequate for about 45 MPH.

Drainage:

There is very little established drainage throughout this project. The water either runs off on the surface toward the North Santiam River or percolates into the ground.

The existing 24" Conc. Pipe under the Railroad at Sta 348+60 Rt. does not drain anywhere. The existing 18" Conc. Pipe across the road at Sta. 369+50 empties into a vacant lot and has a buried outlet. The proposed replacement pipe would be at the same location, but 1 foot higher. As this area developes in the future, a storm drainage system should be considered to drain to the North Santiam River.

The only storm drainage is a system between 5th St. to 1st St. The inlets to be replaced in this system are old, small, and have wood grates fabricated from 2X4's.

Utilities: Nine Pacific Power & Light Poles appear to be in conflict with the proposed alignment. Most of these poles could be relocated on the new cut slope about 10 feet closer to the old Railroad. Four Continental Telephone poles appear in conflict.

The reason for stopping the easterly end of the project at 3rd St. is because between 3rd St. & 1st St. the existing utility poles are located in the parking area, about 2 feet from the curb. It would be difficult to obtain minimum safety standards in this area.

Since no R/W exists behind the walks for the poles, in the future, it would be better to widen the existing 4 foot walks and construct new curbs for a 44 foot Roadway. The existing curbs have a variable exposure of 4-6 inches except between 2nd St & 1st St, on the right the exposure is over 1 foot. It is not possible to raise the walk because of low building entrances. To get a normal curb exposure and drainage, the parking area would need to be lowered and inlets moved to fit the sidewalk widening.

Extra Work: The abandoned RR trestle at Sta 370+50 Rt. deserves special mention. It is the opinion of this engineer that the trestle constitutes a hazard and should be removed under this contract. The trestle and its approach fill create restricted sight distance and turning radius into and out of SW 8th. The street is narrow beneath the trestle and vertical clearance is restricted. Removal of the trestle should include

cutting back the trestle approach fills and widening 8th Street between the highway and the R/W.

The County would like to have the trestle removed and the street widened but the County could not participate in the cost of this work since it involves State Right-of-Way. For this reason the cost is not included in the Project Estimate, but is shown below.

General Excavation:	500 cy at $3.00	= $1,500
Coarse Aggregate Base:	40 tons at $6.00	= 2,400
3/4-0 Aggregate Base:	6 tons at $6.00	= 36
Class "C" A.C. Mixture:	22 tons at $12.00	= 264
Asphalt Cement in Mix:	1.5 tons at $120.00	= 180
Remove Trestle :		= 4,700
	Total for removal and widening	$9,080

Bid Items: Item (2) Temporary Protection and Direction of Traffic.

Throughout the length of the project there are residences & businesses adjacent to the roadway which will necessitate keeping the road open to traffic. For the greater part of the construction period traffic can be run beside the work area using signing, cones, flagmen and single-laning when required.

However, there are a large number of trucks using this route, and in a critical period of construction such as the lowering of the crest near Sta 361 where the grade is nearly 8% a detour could be considered. A detour route for the construction of the DeFord Br. has been provided for beginning near the west end of the DeFord Br.(Sta 335+25), proceeding east on S.W. Ivy St. and reentering the project by S. W. 11th Ave near Sta 354+25. For this project the detour could be extended eastward on S.W. Ivy St. to S.W. Kingwood St. Then follow Kingwood to 1st Ave. and turn North on 1st Ave and rejoin the project at the intersection with Broadway(Near Sta 389+50). This detour would require city and the county approval.

We did not show this detour because the added cost for signs and barricades will be costly for the few days the detour is in use.

If this work is done at the same time the DeFord Br. contract has a road closure and detour, some adjustment of temporary signing may be necessary.

Item (5), Clearing & Grubbing

This work mostly consists of removing about ½ acre of small fir and maple trees from the old railroad fill slope between Sta 357 & 370 Rt.

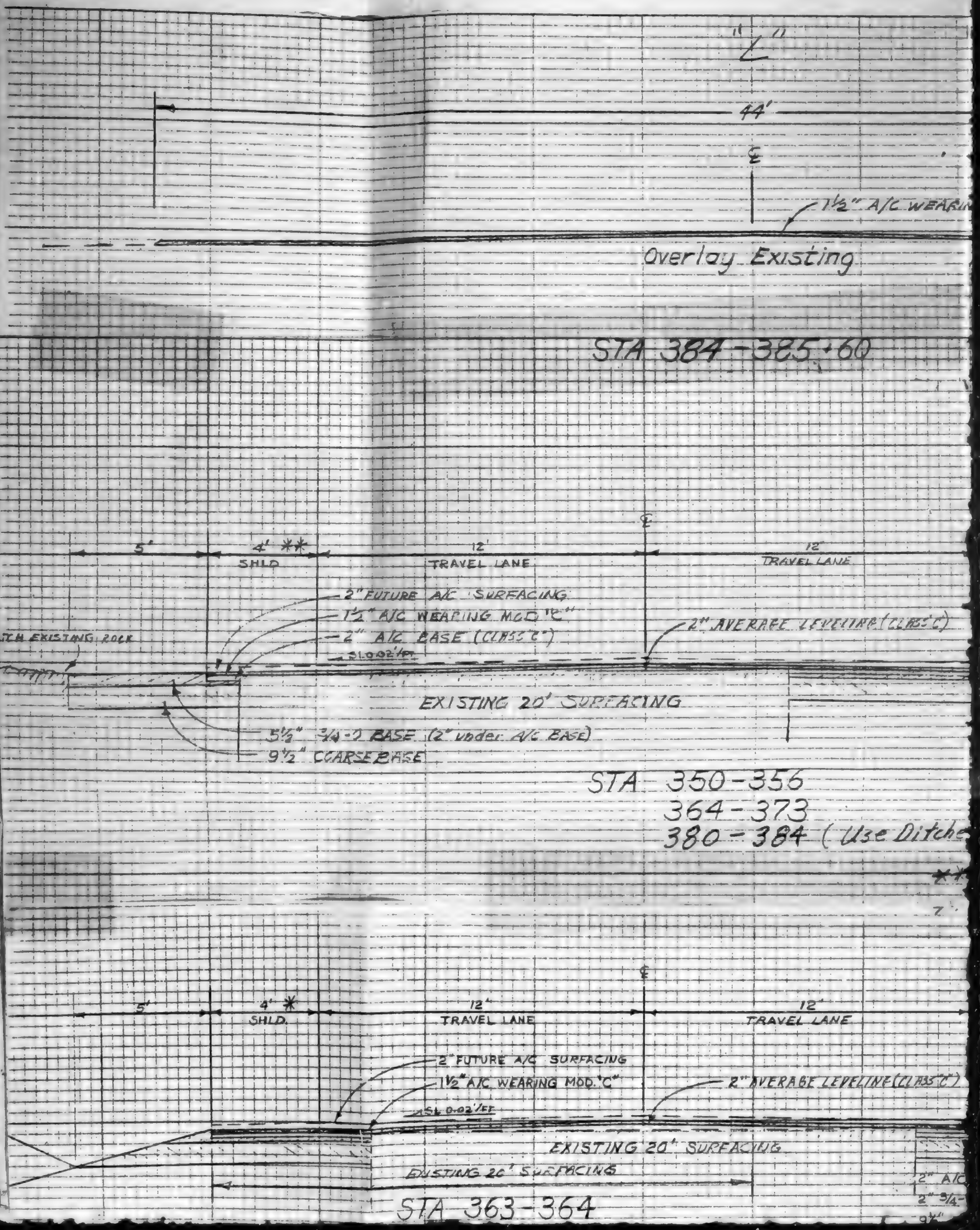
Also a 4 foot diameter fir tree may need to be removed for the driveway radii Sta 354 Lt.

No area has been shown to dispose of these materials.

Item (8), General Excavation

Payment will include excavation of approximately 7,500 cubic yards general excavation and disposal of approximately 7,000 cubic yards excess. No waste area has been shown for this material.

J. M. Martin
Resident Engineer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Overlay Existing
STA 384-385·60
5'
4' **
SHLD
12'
TRAVEL LANE
℄
12'
TRAVEL LANE
2" FUTURE A/C SURFACING
1½" A/C WEARING MOD "C"
2" A/C BASE (CLASS "C")
S1.0.02'/FT.
2" AVERAGE LEVELINE (CLASS "C")
TH EXISTING ROCK
EXISTING 20' SURFACING
5½" ¾-1 BASE (2" under A/C BASE)
9½" COARSE BASE
STA 350-356
364-373
380-384 (Use Ditche
**
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4' *
SHLD.
12'
TRAVEL LANE
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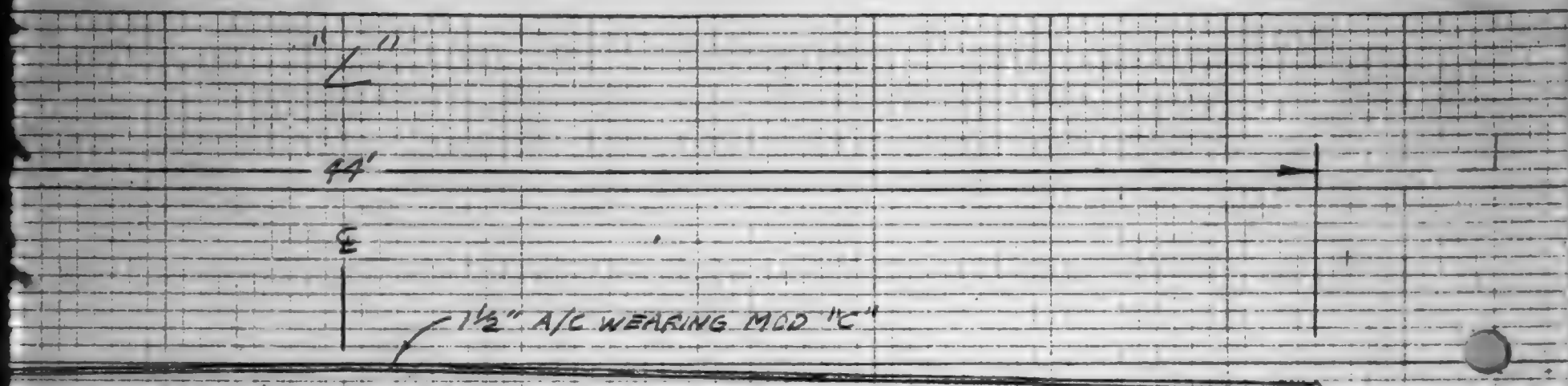
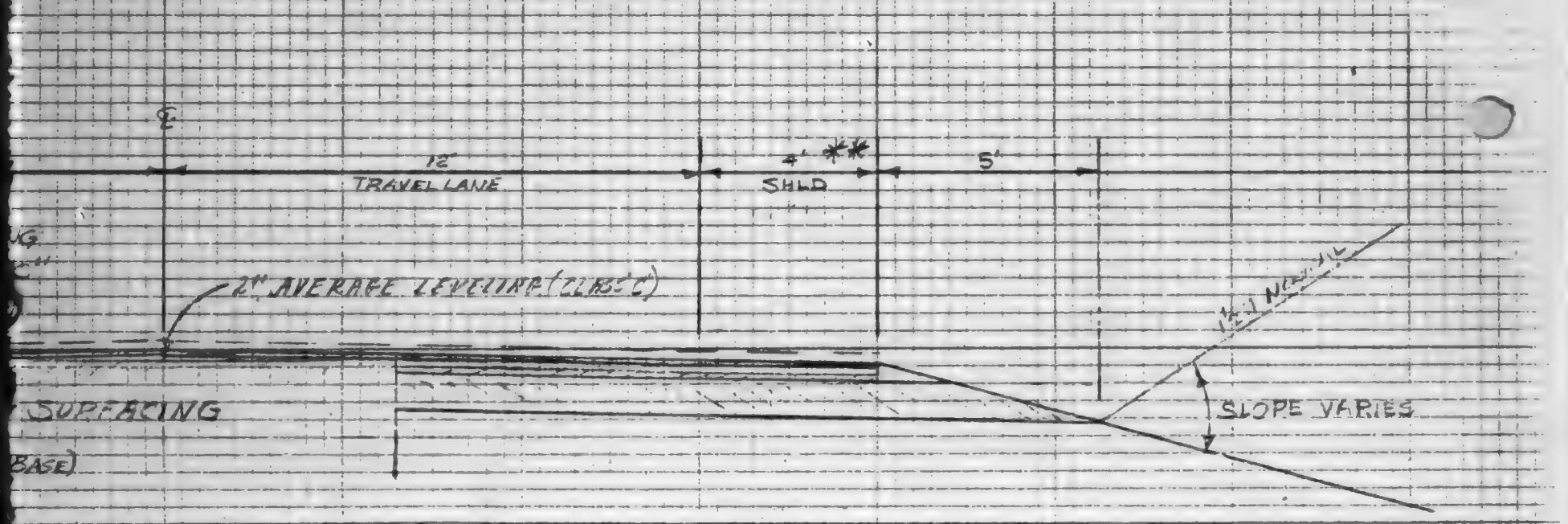
12'
TRAVEL LANE
2" FUTURE A/C SURFACING
1½" A/C WEARING MOD. "C"
2" AVERABE LEVELINE (CLASS "C")
S1. 0.02'/FT
EXISTING 20' SURFACING
EXISTING 20' SURFACING
2" A/C
2" ¾-
9½"
STA 363-364

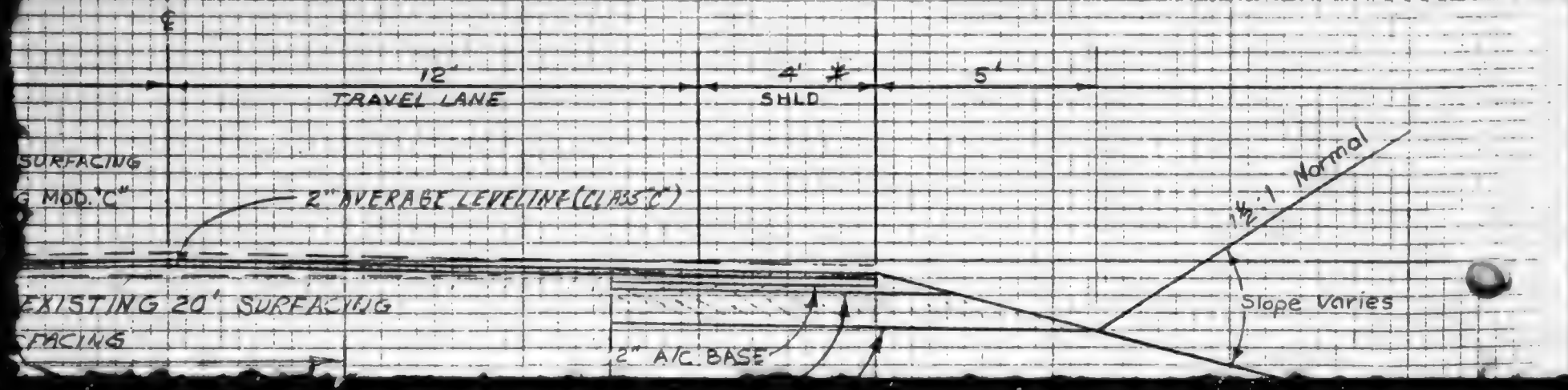


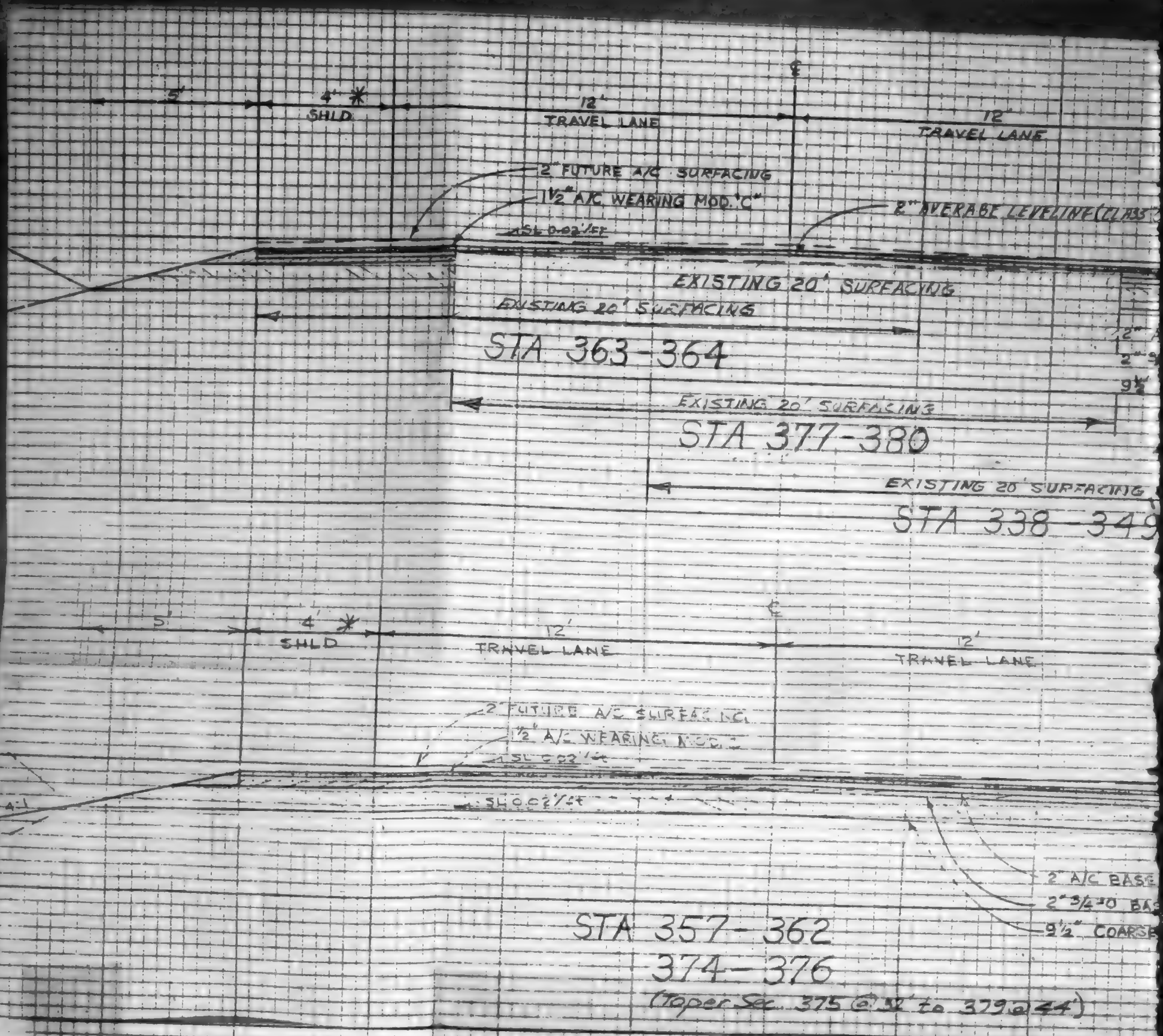
STA 384 - 385 + 60



STA 350 - 356
364 - 373
380 - 384 (Use Ditches as Necessary)

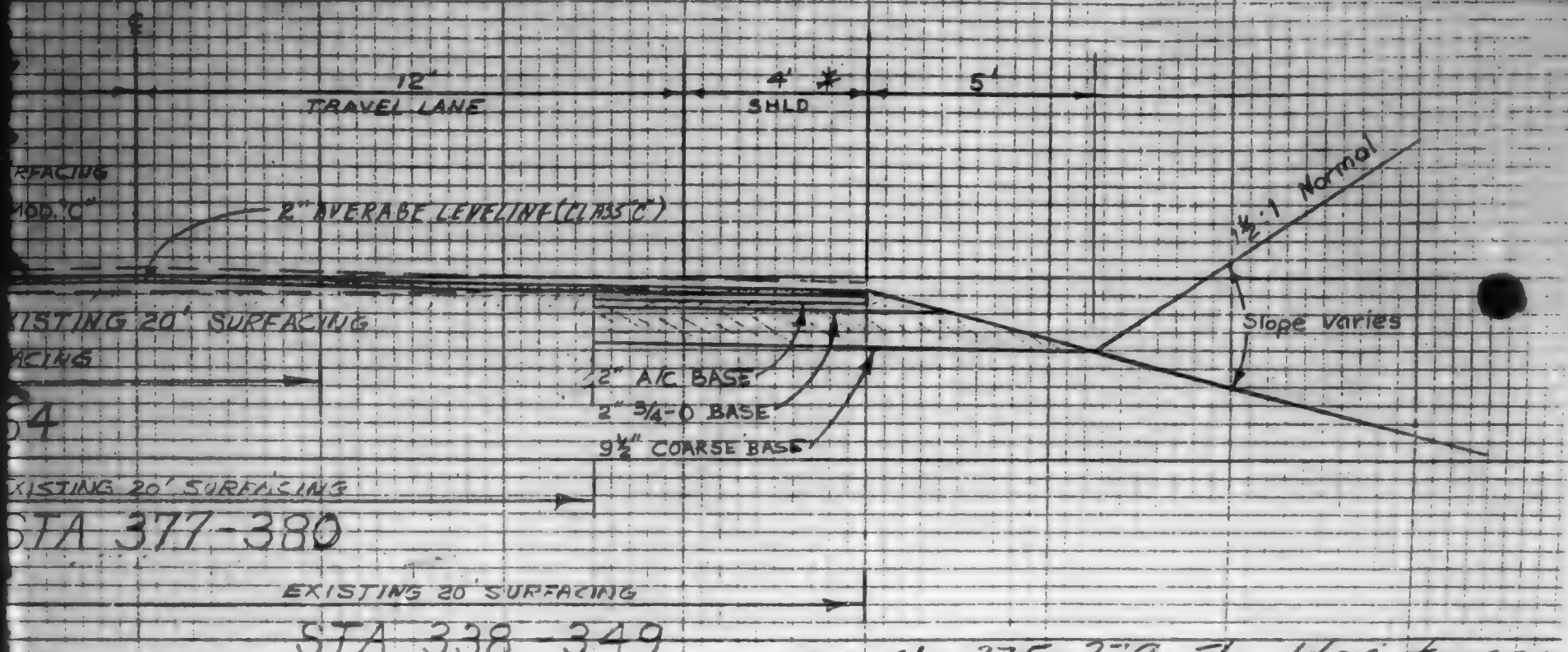
** Sta. 380 - 384 Shoulder Width 10'





TYPICAL SECT

Scale: 1" = 4'



ISTING 20' SURFACING

ACING

54

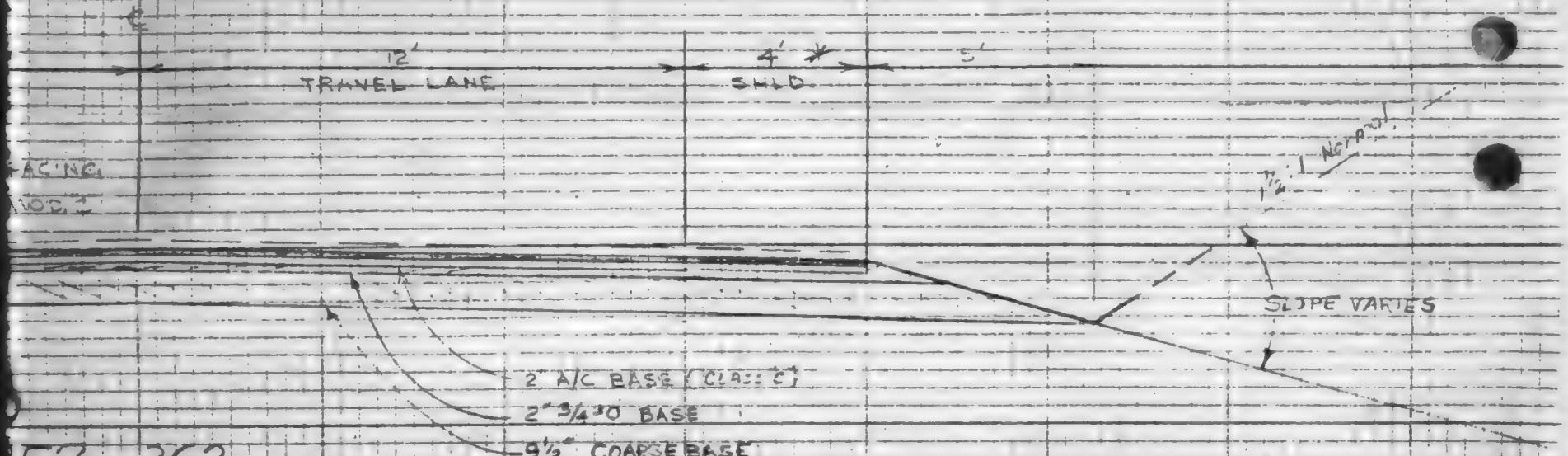
XISTING 20' SURFACING

STA 377-380

EXISTING 20' SURFACING

STA 338-349

* Sta 375-379 Shoulder Tapers 4' to 10' Wide.



ACING

10S 2"

57-362

74-376

oper Sec. 375 @ 32' to 379 @ 44')

* Sta. 375 to 379 Shoulder Tapers from 4' to 10' Wide.

TYPICAL SECTIONS

Scale: 1" = 4'

May 3, 1976

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5640

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the DeFord Creek-Mill City Section of the Lyons-Mill City Road (FAS 124) in Linn County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8578

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

fas 124 Linn Co

MONTHLY PRELIMINARY ENGINEERING REPORT

3-19-76

Project Name De Ford Creek Bridge Section

Highway Lyons-Mill City Road F.A. Rt. No. FAS 124

Project No. RS-602(1) Prefix 522-1931 Type F.A. Fund FAS-C

P.E. Performed by _____ County-City of _____

Consultant Kraus & Dalke Consulting Engineers
(Name)

Project Category 3 Non-Major

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☐	☒

Anticipated Date of Hearing _____

Date P.E. Authorized (FHWA) June 6, 1975

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey	7-8-75	10-22-75	
Preliminary Design	7-8-75	12-29-75	
Design Approval		2-5-76	
Final Design		2-19-76	
P.S. & E. Approval		3-25-76	

RECEIVED
COUNTY & CITY SECTION
MAR 22 1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Remarks: Project is planned for bid letting April 29, 1976.

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 3-19-76

for 124 Linn C

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8578 — 3-17-76

FEDERAL AID PROJECT NO.: S-602(2)

STATE PROJECT NO.: DeFord Br-Mill City

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-95

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3/17/76	Secondary Route 124
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road-Mill City SW 1.0 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $13,000, Federal funds $10,100.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/10/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/17/76	for G. K. Hansen	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/17/76

BY (Signature): L.W. Rulien's 3/10/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
95	RS-602(2)	1.0	13,000	10,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

DeFord Bridge
Mill City Section
Linn County
State of Oregon

Work

Preliminary Engineering including utility preparatory work.

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ GEOM. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ ME ☐ MPE ☐

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3/17/76	G.K. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-40
(Rev. 8-71)

GPO 915-490

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-10-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–68): County Road, Mill City, S.W. 1.0 mile	ADT	PRESENT: 2100 230 DHV	FUTURE (66–69): 3350	YEAR (70–71): 96	REGION (72–73): 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Preliminary Engineering	NATL. FOREST (63–65)	FH ROUTE NO. (66–68)	SUFY AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72–73)	PL. AUTH YR (74–75)	PROJECT NUMBER: PREFIX LETTER (8): RS- (14–23)	NUMBER (7): 602			
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA (17–31): ----------	COUNTY NAME: Linn	ROUTE NO. S	FEDERAL-AID: 124	STATE (32): County Rd. (36–37)							

CARD 5	LINE NO. (1–4 5)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–70)	STATE FUNDS	OTHER FUNDS
5					PE		"DeFord Bridge- Mill City Section"	1.0	13,000	10,100	2,900	
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	1.0	13,000	10,100	2,900	

(16) (25) (24) (28) REMARKS

RECEIVED
COUNTY & CITY SECTION
MAR 16 1976
ENGR. LAND ENGR. LAND
RPE RE RPE RE

CARD 1	CODE 1	PREPARED BY: DRH
1	14	PROGRAM APPROVAL DATES: MAR 1 - [illegible]

FHWA CONCURRENCE

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

3-10-76

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
County Road, Mill City, S.W. 1.0 mile	ADT	2100 230 DHV	3350	96	10	Oregon	41	075	95

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Engineering								RS-	602	(2)		

FUNDS: dary

COUNTY NAME: Linn — CODE: 043

ROUTE NO. S — FEDERAL-AID: 124 — STATE: County Rd. — U.S.: —

PROGRAM STAGE: [ ] 1 OR [X X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			1.0	13,000	10,100	2,900		Preliminary engineering all phases include P.E. by utility forces,
ROW								(Future two 12-foot lanes with 8-foot shoulders)
CONST (CODE)		"DeFord Bridge-Mill City Section"						ROW-60 minimum; access control-none; parking restrictions-none.
BY: DRH		PROJECT TOTALS	1.0	13,000	10,100	2,900		

RECEIVED COUNTY & CITY SECTION MAR 26 1976 ☐ ENGR. ☐ ROW ☐ UTIL ☐ UE ☐ UPE ☐ CE ☐ UPE

APPROVAL DATES

REMARKS

-over-

DeFord Bridge-Mill City Section

Project No. RS-602(2)

Existing Facility: Two 11-foot lanes bituminous surfaced with 4-foot shoulders

Adjacent Sections: West End--DeFord Bridge future construction under project RS-602(1).
East End--Santiam River Bridge (Mill City) HC 23-foot.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction of two 12-foot lanes high-type pavement with 8-foot shoulders.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 20, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$11,600
	P.S. & E. Preparation	1,400
	Total	$13,000

Note: This project is in Congressional District No. 2

8578

March 10, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RS-602(2)

We are submitting program data for one project, Item No. 95, Project No. RS-602(2), "DeFord Bridge-Mill City Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $13,000 with obligation of $10,100 in Federal funds.

DRH:dp

Encl.

cc: C. O. Fredricksen (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-10-76

FEDERAL-AID PROGRAM DATA

CARD 2

REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–66		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	County Road, Mill City, S.W. 1.0 mile	ADT	2100 230 DHV	3350 (66)–(70)	96 (71)–(72)	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER (S) 14–28	NUMBER 27
Preliminary Engineering								RS-	602

CARD 4

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Linn

NAME OF URBAN AREA (17–31): ---

ROUTE NO.	FEDERAL-AID	STATE (32)	U.S. (36)–(37)
S	124	County Rd.	--

CARD 5

LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(70)	STATE FUNDS	OTHER FUNDS
5				PE		"DeFord Bridge- Mill City Section"	1.0	13,000	10,100	2,900	
5				ROW							
5				CONST (CODE)							
						PROJECT TOTALS	1.0	13,000	10,100	2,900	

ESTIMATED PROJECT COST BY PHASES

CARD 1

CODE 1–14	PREPARED BY	
1	PROGRAM APPROVAL DATES	DRH

(16) (23)–(24) (25) REMARKS

FORM PR-1
(REV. 4-61)

3-10-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ounty Road, Mill City, S.W. 1.0 mile	ADT	2100 230 DHV	3350	96	10	Oregon	41	075	95

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gineering								RS-	602	(2)		

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043	[ ] 1 OR [XX] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
5	124	County Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"DeFord Bridge- Mill City Section"	1.0	13,000	10,100	2,900		Preliminary engineering all phases include P.E. by utility forces, (Future two 12-foot lanes with 8-foot shoulders) ROW-60 minimum; access control-none; parking restrictions-none.
OW								
ONST (CODE)								
	DRH	PROJECT TOTALS	1.0	13,000	10,100	2,900		

APPROVAL DATES

REMARKS

-over-

DeFord Bridge-Mill City Section

Project No. RS-602(2)

Existing Facility: Two 11-foot lanes bituminous surfaced with 4-foot shoulders

Adjacent Sections: West End--DeFord Bridge future construction under project RS-602(1).
East End--Santiam River Bridge (Mill City) HC 23-foot.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction of two 12-foot lanes high-type pavement with 8-foot shoulders.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 20, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$11,600
	P.S. & E. Preparation	1,400
	Total	$13,000

Note: This project is in Congressional District No. 2

8578

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-602(-)
DeFord Bridge-Mill City
Lyons-Mill City HIghway
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 31 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kyger
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

JAN 23 '76
REFER TO
Rulien

cy Schroeder
TAA

RECEIVED
JAN 23 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8578

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 11, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating two proposed Federal Aid Secondary projects, one in Linn County and one in Wheeler County.

The project in Linn County is for grading and paving the DeFord Creek-N. Santiam River section of the Lyons-Mill City Road, FAS 124. The FAS funds required for grading and paving this section are estimated to be approximately $275,000 ($30,250 of which will be the cost to the State).

The project requested by Wheeler County is to grade and pave the Mortiner Ranch-John Day Highway section on the Rowe Creek Road, FAS 814. The FAS funds required for this section are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

These matters will be on the agenda for the December 18 meeting and I recommend your approval.

Att.
bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
R. L. Schroeder
Vern E. Skoog
L. W. Rulien
Don Harwell
Gary L. Sund
Jack Graham
C. O. Fredrickson
Carl Williams

HR:dp dpy

LINN COUNTY
Proposed FAS-C Project

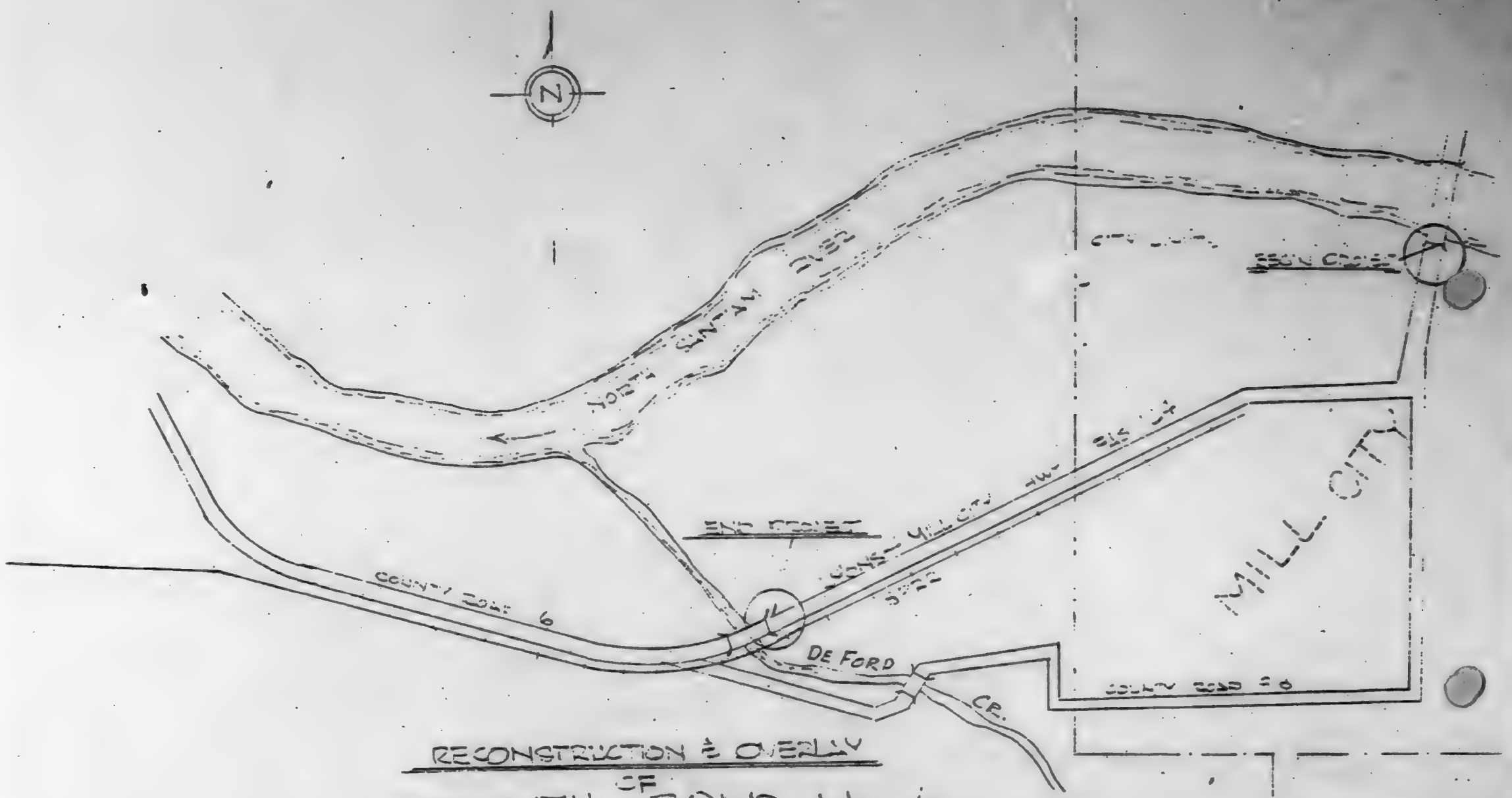
FAS 124
Lyons-Mill City County Road No. 6
DeFord Creek-N. Santiam River Section
Widen and Pave
Approximately 1.0 Mile
$275,000

Widen and pave a roadway 40 feet in width with two 12-foot travel lanes and 8-foot shoulders along existing grade and alignment. No additional right-of-way is required and a public hearing may be offered.

State to perform preliminary engineering, prepare plans and specifications, let and award the contract.

County will sign the project outside the project limits, and perform all permanent signing and striping

75-j
11/2/75



RECONSTRUCTION & OVERLAY
OF
COUNTY ROAD No. 6
LYONS TO MILL CITY ROAD
FAS 114

DE FORD CR. - N. SANTIAM RIV SECT.

8578

Salem
December 4, 1975

Robert H. Prange
Rural Engineer

DeFord Creek-N. Santiam River Sec.
Lyons-Mill City Road, FAS 124
Linn County (Mill City)

Mr. Phil Stearns
Region 2 Federal Aid Engineer

Linn County's subject project application is being processed for Transportation Commission action at the December 18 commission meeting.

As discussed with you the project will generally consist of two 12-foot travel lanes with 8-foot shoulders for a total top widht

RHP:dp

Form E-39 (Rev. 9-71)

8578

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

fas 124
Lane Co

Section Mill City - DeFord Bridge — Date November 25, 1975

Highway Lyons - Mill City, FAS 124 — Authorization No. 1

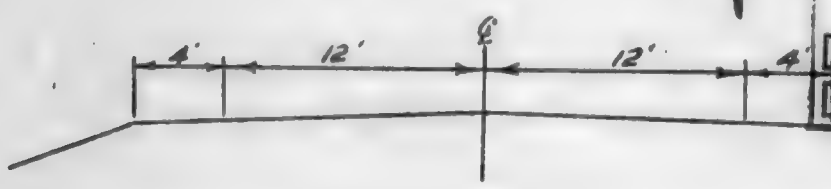
County Linn — Survey Prefix 522-1941 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is the North Santiam Bridge in Mill City @ M.P. 7.33. The southerly terminus is at DeFord Bridge.

Total project length is approximately 1.0 mile.

RECEIVED
COUNTY & CITY SECTION
MAR 9 1 1976
ENGR. COOR. DE AE UE
UPE DE RE AE UPE



Typical Section

Purpose of survey:

To prepare plans, specifications, and cost estimate for shoulder widening and overlay of the existing roadway.

This is a FAC-S project.

Estimate of cost:

Field	901	8,000
Plans	905	1,000
Soils	910	2,400
Utilities	914	500
Location Studies	918	500
Prog. Mgt.	920	100
Specifications	921	300
Environmental	923	200

RS-602(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 13,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: Keats Oliver

James E. Chaney — Field Engineer

Recommended for Approval:

L. O. Rasmussen — Regional Engineer

Recommended for Approval:

Victor D. Nagle — Location Engineer

Approved:

E. J. Curtis — Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
F. E. APPR. 3-17-76
FED. AID 505 G STATE .....

8578

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 19, 1975
Re-Submitted: December 10, 1975

A. PROJECT IDENTIFICATION

Name of Project DeFord Bridge to Mill City
(Section)

Location of Project Lyons - Mill City Highway, County Road No.6, FAS 124
(Highway Name) (Highway No., US - ORE)

Mill City (City) | Linn (County) | II (Region)

Program FAS (Funding) | $275,000.00 (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Upgrade existing road width and surface.

Origin and History: Project initiated by Linn County Board of Commissioners

C. DESCRIPTION OF PROJECT

Length Project length 1.0 ±

Termini Project will begin at Mill City bridge crossing Santiam River in Mill City and end 1 mile West at the DeFord Bridge.

Alignment ☐ New ☒ Existing ☐ Combined

Will re-construct portion to center in existing right-of-way.

RECEIVED
COUNTY & CITY SECTION
DEC 16 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing County Road with a right-of-way 60 feet wide. No additional right-of-way required.

Typical Section 32 feet of paving (FAS Standard).

Structures NONE

Characteristics (ADT) 1375 (3-28-73)

Other General Information (or Supplemental information to items) De Ford Bridge is to be replaced, Summer 1976. Plans for the road west of bridge will be contigent on availabilty of future funds.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing road right-of-way.

Alternative locations and/or designs are not being considered for existing road right-of-way offers most feasible design solution.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) _____

The land is used largely for rural residential. A railroad right-of-way parallels the county road on the south. Utilities serving residential customers are located in the road right-of-way. They are power and telephone. A water line is proposed. The surrounding ground will ot be disturbed. Air and noise pollution will be only that associated with the existing traffic.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: No new right-of-way required.

   Consequences: None

2. Estimated Changes in Traffic Patterns: None

   Consequences: None

3. Estimated Changes in Land Use: None

   Consequences: None

4. Expected Adverse Effects on Natural Ecological Resources: None

   Consequences: None

5. Expected Adverse Effects on Cultural and Scenic Resources: None

   Consequences: None

6. Preliminary Identification of Areas of Critical Environmental Concern:

NONE

7. Potential for Controversial Issues:

NONE

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [X] Category 3 [ ] Category 4

J. TYPE OF ACTION

[ ] Major Action

[ ] Significant [ ] Non-Significant

[X] Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS

[ ] Final EIS

[ ] Supplemental Draft EIS

[ ] Supplemental Final EIS

[X] Assessment Only

[ ] Section 4(f)

[ ] Negative Declaration

[ ] State-Wide Negative Declaration

[ ] Preliminary EIS

[ ] Other_____

8578

~~COUNTY ENGINEER~~
~~County Engineer~~

OFFICE OF
LINN COUNTY ENGINEER
2010 INDUSTRIAL WAY
ALBANY, OREGON 97321
Phone 926-9481

NEAL MICHAEL
~~County~~ Engineer
Acting County
DEL BURKHART
Roadmaster

November 12, 1975

Oregon State Highway Dept.
% Mr. Phil Sterns
Region No.2 - Federal Aid Eng.
East Highway Building
Salem, Oregon

RE: FAS-C Request - C.R.#6
Mill City Section

Dear Mr. Sterns: DeFord Cr. - N. Santiam Riv. Sect

Transmitted herein is an excuted FAS-C request for C.R.#6 - Mill City Section.

Linn County Board of Commissioners has decided, since we no longer have State Certification, to turn this project over to State Highway Dept.

Linn County had proposed to advertise widening and overlay contract this Spring. All design and contract drawings were finalized with monumentation complete. We wish to offer all information to the Highway Dept. in order to expedite this award.

Per the attached FAS-C request, Linn County will sign project outside project limit; do all permanent signing and striping upon project completion.

If I may be of further assistance, please feel free to contact me.

Sincerely,

Neal D. Michael

Neal D. Michael
Acting County Engineer

NDM:bt
Attached

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COUNTY & CITY SECTION
NOV 24 1975
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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8578

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. 124 Date 11-5-75
County Road Name Lyons to Mill City
Section Name Mill City to DeFord Bridge
Type of Project Shoulder Widening and Overlay
Location of Project (Attach sketch map)
ADT 1375 Design Speed 55

Is this request for county bridge design only? Yes_____ No_____
County FAS bridge design? Yes_____ No_____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete Width 32 feet

2. Shoulders: Type A.C. Width 4'

3. Grading & Drainage:
   By County_____ County Date of Completion_____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes_____ No_____
   Will it be furnished? Yes_____ No_____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes_____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

10. Are pedestrian walkways necessary? Yes_____ No X

11. Are there any structures to be replaced or altered? Yes X No_____

12. Will replacement be by: County_____ Contract X*
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)
    (*DeFord Bridge currently under design)

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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

13. Will County adjust structure to new grade? Yes X No____

14. Will County adjust structure to additional width? Yes X No____

15. Will adjusted width be standard? Yes X No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No X

17. Does County wish sight posts installed? Yes____ No X

18. Does County wish State to permanently stripe project? Yes____ No X

19. Will County do striping? Yes X No____

20. Does County wish guardrail installed? Yes____ No X

By County____ Contractor____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No X
By rock blanket Yes____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No X

23. Can through traffic be detoured? Yes____ No X

24. Must new detour be constructed? Yes____ No X

25. Will detour be maintained by County? Yes____ No X

26. Will detour be maintained by Contractor? Yes____ No X

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____
____

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Possibly DeFord Bridge currently under construction.

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream

2. Name of bridge

3. Dimensions of existing bridge. Length Roadway Width

4. Type of design and material used in existing bridge.

5. Location (please attach map with location marked):
Section Township Range W.M.

6. Desired width of bridge
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes No
Upstream Downstream Width

8. Does County wish a particular type of bridge design? Yes No
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes No
Explain

10. Foundation Testing: By County? Yes No
By State? Yes No

11. Will County close road during construction? Yes No

12. Can presently established road be used as detour? Yes No

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be maintained by County? Yes_____ No_____

15. Will detour be maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____
_____
_____
_____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No_____
   By County? Yes_____ No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes X No_____
   By County? Yes X No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

Linn County has surveyed and monumented project, plans were prepared for contract by Linn County.

Will co-ordinate all information with State Highway Division.

IV. **RIGHT-OF-WAY & UTILITIES DATA**

1. What is width of existing right-of-way? Maximum 60 Minimum _____

2. Is any additional right-of-way needed? Yes _____ No X

3. Will right-of-way be acquired by: Resolution _____ or Deed _____

4. Should State prepare options? Yes _____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No X

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right-of-way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
    If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
    If yes, give type and name of utility company: _____
    Pacific Northwest Bell & Northwest Natural Gas Co.

13. Are utilities on existing right-of-way by permit X or by franchise _____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
    If yes, give name of irrigation company or district _____
    and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes X No _____

16. Name of Railroad Southern Pacific Transportation Company*

*(Crossing to be abandoned prior to construction)

*Crossing to be abandoned prior to construction.

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No__X__
By County? Yes__X__ No_____
By State at County expense? Yes_____ No__X__
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__X__
By County? Yes__X__ No_____
By State at County expense? Yes_____ No__X__

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No__N/A__

29. Will P.U.C. application be made by State__N/A__ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 275,000.00

2. Available FAS Funds $ 200,000.00

3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____

4. Date match money is available July, 1975

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: Spring, 1976

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Lisa K. Mullen
County Judge or Comm. Chairman

By Warren Schwab
County Commissioner

By Ian Tenn
County Commissioner

By Neal D. Imhoff (Acting)
County Engineer or Roadmaster

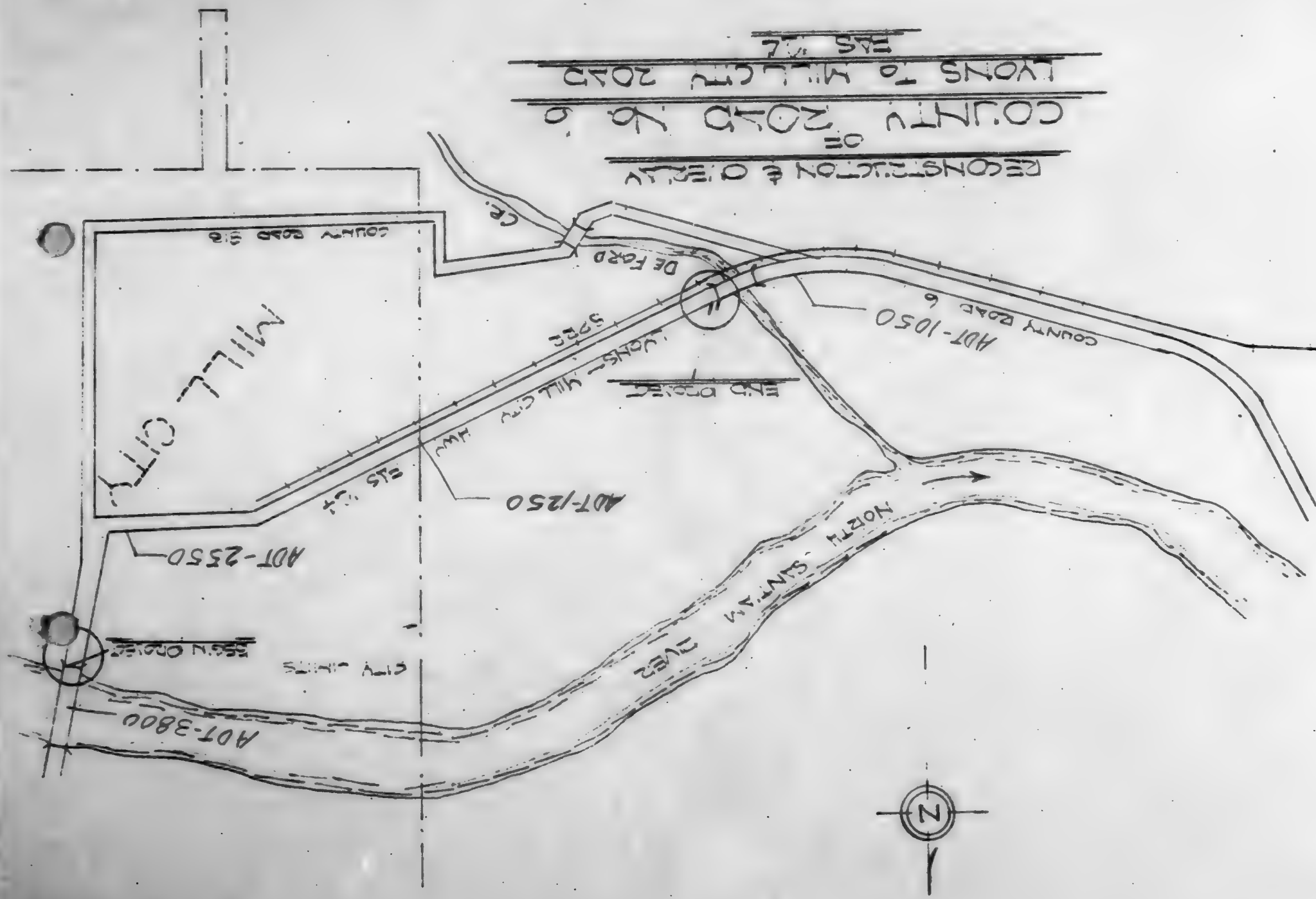
O.S.H.D. Field Engineer

Date 11-24-75

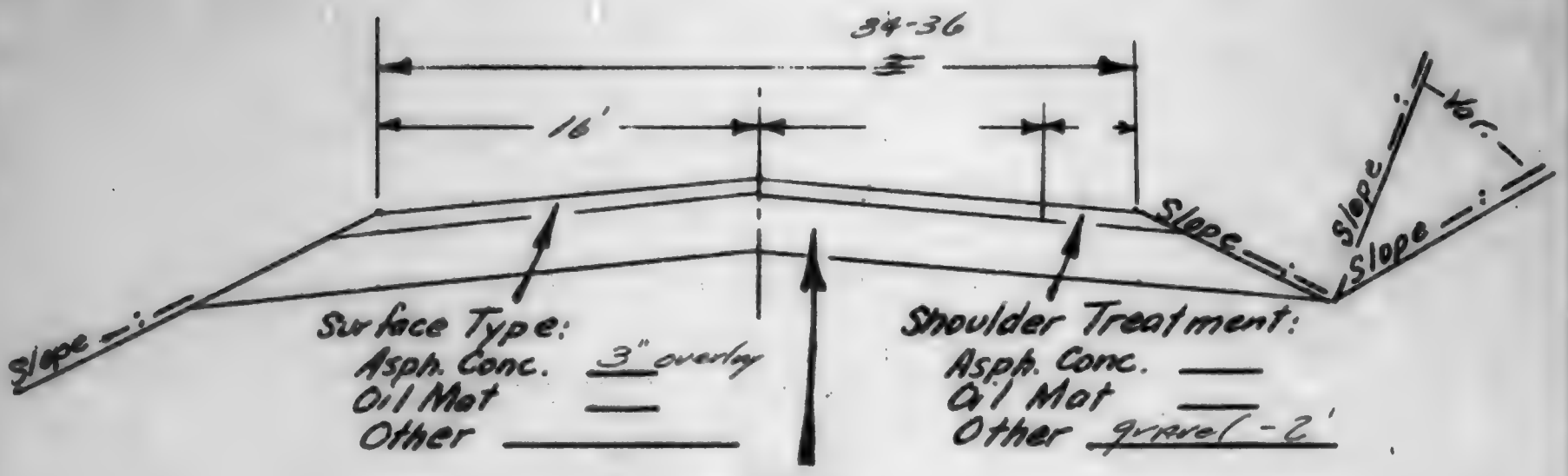
County _____

Date _____

RECONSTRUCTION & DIVERSION
OF
COUNTY ROAD 2042
LYONS TO MILLCITY 2042
SHEET 4



TYPICAL SECTION



Surface Type:
Asph. Conc. 3" overlay
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other gravel -2'

Type of Base:
Pit or Quarry Run ___
Crushed Stone 1½-0 + ¾"-0 (additional width only)
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

8578

Tax 124
Linn Co

Robert W. Straub

May 1, 1975

Mr. Gordon B. Wallace, P. E.
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Attention: Mr. Neal D. Michael
Assistant County Engineer

Dear Mr. Michael:

Your letter of April 29, 1975 transmitted a project application and requested that Linn County be allowed to perform all engineering work on the project.

There are certain items which might be considered as preliminary engineering that we feel can not be delegated.

As outlined in the agreement adopted by the Association of Oregon Counties, the State shall prepare final plans and specifications, advertise for bids and award all contracts. The balance of the engineering work necessary to construct a project, however, is negotiable.

The responsibility for the construction engineering on federal-aid projects rests directly with Mr. C. O. Fredrickson, Region 2 Engineer, Salem.

Your request has been referred to Mr. Fredrickson and he will be in contact with you at an early date to discuss with you the details of your request.

If I can be of further assistance, please give me a call.

Very truly yours,

Robert H. Prange
Rural Engineer

GHH:scr
Enclosure
cc: C. O. Fredrickson, w/att.

Neil

ENGR. ... UE
UPE ...

fas 124
Linn Co

GORDON B. WALLACE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321
Phone 926-9451

NEAL MICHAEL
Field Engineer

DEL BURKHART
Roadmaster

April 29, 1975

Oregon State Highway Division
% Robert H. Prange
Rural Engineer
City-County Unit
Highway Building
Salem, Ore 97310

RE: F.A.S. Route 124
County Road #6
Lyons to Mill City

Dear Mr. Prange:

Enclosed is FAS-C application for the above project.

Linn County currently has all surveying work complete and design is 90% complete.

This request is for Linn County to design, bid, award, and inspect the above project, with our personnel, under the supervision of the State Highway Department.

Linn County Engineering Department designed and awarded for construction on competive bid basis, $680,000 worth of project during the summer, 1974. (see attached)

Our Engineering staff is composed of a Registered Engineer in the State of Oregon, Assistant Engineer, graduate of Oregon State University, holding a Land Surveying in Training (L.S.E.T.), State of Oregon, who is also awaiting this year's E.I.T. results; In addition, three Certified Engineering Technicians, the backbone of the staff.

Please review the enclosed application and the above request.

Prange

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APR 30 1975
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BPE | CE | RE | RPE

Respectfully yours,

Neal D. Michael
Assistant County Engineer

NDM:bt

LINN COUNTY ROAD

ENGINEERING DEPARTMENT SUMMARY OF

ACTIVITIES CALENDAR YEAR 1974

Linn County Engineering Department designed and awarded for construction on competitive bid basis the following projects during the summer of 1974.

RECONSTRUCTION:

Looney Lane - Total contract $211,351 (awarded 8/73) - (paving this year)	1.59 Mi	$ 67,351
Cold Springs Road	0.3	32,777
County Road No.6 - Lyons East	1.6	225,824
CONTRACT RECONSTRUCTION 1974	3.49 Mi	$325,952

OVERLAY PROJECTS:

County Road No.2 Pine Grove to Lake Creek Grange	2.67	$115,859
County Road No.7 Knox Butte School to Cottonwoods	4.05	91,583
County Road No.24 Grant St. to Brewster Store Including intersection - reconstruction at each end	2.95	114,786
County Road No.2 South of Harrisburg	2.84	35,323
Contract Overlay	12.51 Mi	$357,551

This reflects a total of 16 miles of contract reconstruction and overlay for construction season 1974.

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8578

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. _____ Date 4-3-75
County Road Name Lyons to Mill City Highway
Section Name _____
Type of Project Shoulder widening and overlay
Location of Project (Attach sketch map) _____
ADT _____ Design Speed 55

Is this request for county bridge design only? Yes _____ No _____
County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete Width 32'

2. Shoulders: Type _____ Width _____

3. Grading & Drainage:
   By County _____ County Date of Completion _____ By Contract x

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract x
   Has base design been given to County? Yes x No _____
   Will it be furnished? Yes x No _____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract x

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract x

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract x

8. Clearing:
   By County _____ County Date of Completion _____ By Contract x

9. Curbs:
   Curbs Required? Yes _____ No x
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
   Width between curbs _____

10. Are pedestrian walkways necessary? Yes _____ No x

11. Are there any structures to be replaced or altered? Yes x No _____

12. Will replacement be by: County _____ Contract x Application previously submitted.
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

RECEIVED
COUNTY & CITY SECTION
APR 2 0 1975
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No x

17. Does County wish sight posts installed? Yes_____ No x

18. Does County wish State to permanently stripe project? Yes_____ No x

19. Will County do striping? Yes x No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No x
By seeding and mulching Yes_____ No x
By rock blanket Yes_____ No x
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No x

23. Can through traffic be detoured? Yes_____ No x

24. Must new detour be constructed? Yes_____ No x

25. Will detour be maintained by County? Yes_____ No x

26. Will detour be maintained by Contractor? Yes_____ No x

27. Will County sign project outside work area during construction?
Yes x No_____

28. Will Contractor sign project outside work area during construction?
Yes x No_____

29. Should contract provide for permanent signing? Yes_____ No x

30. Should State do permanent signing? Yes_____ No x

31. Will traffic signals be required? Yes_____ No x
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

_____

_____

Remarks re Section I:_____

_____

_____

_____

_____

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____Roadway Width_____

4. Type of design and material used in existing bridge._____

_____

_____

5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

6. Desired width of bridge_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____

_____

_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be maintained by County? Yes_____ No_____

15. Will detour be maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_____ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____

c. Storm sewer: Yes_____ No_____ Size_____
Company_____

d. Gas mains: Yes_____ No_____ Size_____
Company_____

e. Power lines: Yes_____ No_____ Size_____
Company_____

f. Telephone lines: Yes_____ No_____ Size_____
Company_____

g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____
_____
_____
_____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By County? Yes__x__ No_____
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __x__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No__x__
   By County? Yes__x__ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__x__ (County will do)

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__x__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum _____

2. Is any additional right-of-way needed? Yes _____ No x

3. Will right-of-way be acquired by: Resolution _____ or Deed _____

4. Should State prepare options? Yes _____ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No x

7. Is there any merchantable timber on right-of-way? Yes _____ No x

8. Will timber be reserved for owner? Yes _____ No x
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No NA

10. Is a hearing necessary? Yes _____ No x
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No x
    If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No _____
    If yes, give type and name of utility company: Pacific Northwest Bell & Northwest Natural Gas

13. Are utilities on existing right-of-way by permit x or by franchise _____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No x
    If yes, give name of irrigation company or district _____
    and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes x No _____

16. Name of Railroad Southern Pacific Transportation Co.

* Crossing to be abandon prior to construction.

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel x Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private x Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 275,000

2. Available FAS Funds $ 200,000

3. Does County wish advancement of future Federal funds? Yes _____ No x
   Amount _____

4. Date match money is available June 1, 1975

5. Will there be any 100% County money? Yes _____ No x

6. Maximum amount of 100% County money available: $ x

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Geo. K Mills
County Judge or Comm. Chairman

By Vernon Schueck
County Commissioner

By Ian Timm
County Commissioner

By Gordon B Wallace
County Engineer or Roadmaster

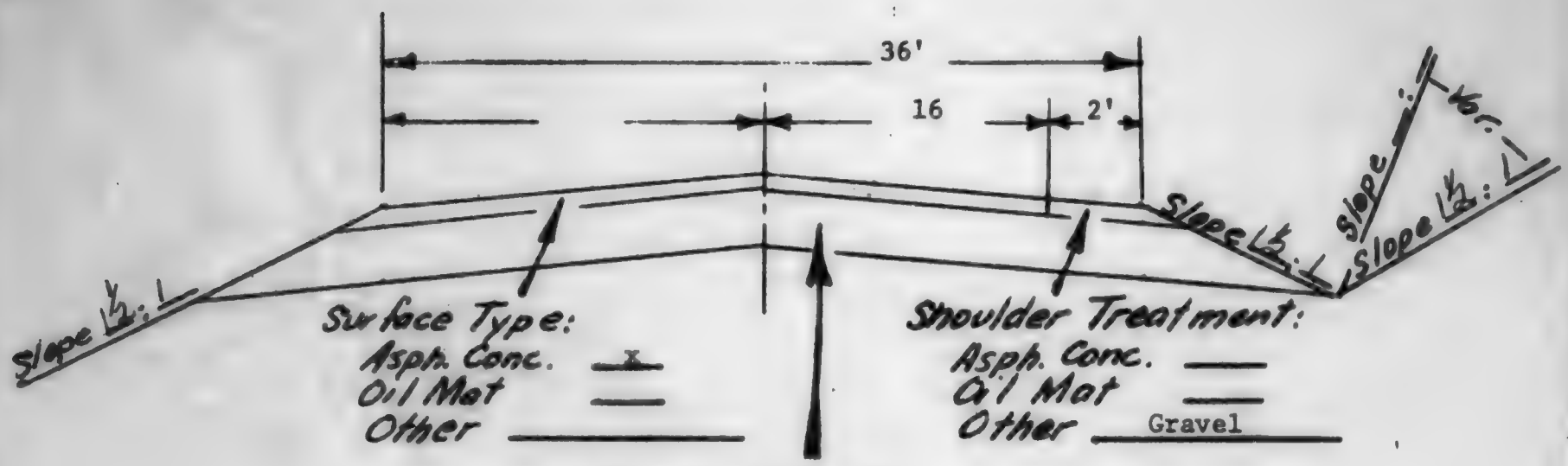
Robert H Runge
O.S.H.D. Field Engineer

Date 5-1-75

County Linn

Date April 23, 1975

TYPICAL SECTION



Surface Type:
Asph. Conc. x
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___

No. of Lanes 2
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

RECONSTRUCTION & OVERLAY
OF
COUNTY ROAD NO. 10
LYONS TO MILL CITY ROAD
FAS 104

ADT 1300 to 2900

8578

North Santiam Paving -

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he has frequently made disparaging remarks about his career; that she has falsely charged that he had lost his employment at Tufts College because of misconduct and discussed this claim with others; that she has falsely claimed that he had been advised that he would lose his position at Carleton College for misconduct; that she has been contemptuous of his ability as a teacher and of his conduct as a man; that while repeatedly ascribing to herself all the virtues of true nobility she has on such occasions in no uncertain terms expressed her opinions of plaintiff's low estate in all human capacities.

[2] That defendant's continued contemptuous attitude toward plaintiff; her repeated accusations of adultery; and her constant course of faultfinding constituted cruel and inhuman treatment, detrimentally affecting plaintiff in his professional life and destroying the legitimate object of matrimony, cannot be questioned. Williams v. Williams, 101 Minn. 400, 112 N.W. 398; Hrdlicka v. Hrdlicka, 171 Minn. 213, 213 N.W. 919; Eller v. Eller, 182 Minn. 133, 233 N.W. 823. As stated in Thompson v. Thompson, 227 Minn. 256, 259, 35 N.W.2d 289, 290:

"An unvarying course of faultfinding, insult and oppression, unrelieved by a pleasant word, and persisted in for [many] years, may become more intolerable than blows, * * *."

In 6 Dunnell, Dig. (3 ed.) § 2778, and cases cited, the applicable principles are summarized as follows:

"Cruelty justifying a divorce may consist in * * * a malicious and groundless charge of adultery; or a systematic course of ill treatment, consisting of continued scolding and faultfinding, using unkind language, studied contempt and petty acts of a malicious nature * * * or any serious misconduct which, unjustified in fact, is so plainly subversive of the relationship of husband and wife as to make it impossible to discharge the duties of married life and to obtain its objects, and to be so hopelessly inimical to the health or the personal welfare of the injured party as to render continuance of the relationship intolerable."

Under the principles expressed, the evidence submitted, and the trial court's summations after opportunity of viewing the parties, we conclude that the judgment appealed from should be affirmed.

Affirmed.

WEST KEY NUMBER SYSTEM

ST. PAUL DREDGING COMPANY,
Respondent,

v.

STATE of Minnesota, Appellant.

No. 38011.

Supreme Court of Minnesota.

Feb. 10, 1961.

Action by state highway contractor for damages caused by delay in highway improvement operation due to presence of utility poles at worksite. From an order of District Court, Ramsey County, Marshal F. Hurley and R. V. Rensch, J., denying state's alternative motion for judgment notwithstanding verdict or for new trial, state appealed. The Supreme Court, Thomas Gallagher, J., held that contractor was real party in interest and could maintain action for damages caused by state's failure to remove utility poles from worksite even though most of the loss sustained was borne by subcontractor engaged by contractor, under a contract giving subcontractor a percentage of contractor's contract price but containing no exculpa-

tory clause absolving contractor from liability for damages to subcontractor arising out of delay occasioned by fault of state.

Affirmed.

1. Highways ⇐89

Under state highway improvement contract which was silent as to responsibility for removing utility poles from worksite, state had responsibility of either removing utility poles from site or permitting contractor to commence operations at a later date. M.S.A. § 161.45.

2. Highways ⇐113(4)

State, which had been notified by highway improvement contractor at outset of work that utility poles at work site would interfere with work progress, assumed responsibility, by refusing to delay date for commencement of operations, for losses of contractor occasioned by presence of poles at worksite. M.S.A. § 161.45.

3. Contracts ⇐303(4)

A promise which cannot be performed without consent or cooperation of third party is not excused because of promisor's inability to obtain such cooperation.

4. Highways ⇐113(4)

State, which refused to authorize delayed commencement of highway improvement operations despite presence of interfering utility poles at worksite, was liable for damages suffered by contractor because of state's failure to remove poles even though state had made reasonable effort to avoid delays occasioned by presence of poles at site and even though delay in removing poles was due to failure of utility companies to comply with state's request. M.S.A. § 161.34, subd. 1; Rules of Civ.Proc. rule 17.01.

5. Highways ⇐113(4)

State highway improvement contractor was real party in interest and could maintain action for damages caused by state's failure to remove utility poles from highway improvement worksite even though most of loss sustained was borne by subcontractor engaged by contractor under a contract giving subcontractor a percentage of contractor's contract price, but containing no exculpatory clause absolving contractor from liability for damages to subcontractor arising out of delay occasioned by fault of state. M.S.A. §§ 161.34 subd. 1, 161.45; Rules of Civ.Proc. rule 17.01.

Syllabus by the Court.

1–2. Contract between plaintiff and state for state highway improvement construed to place upon state responsibility for removal of utility poles which would interfere with plaintiff's performance of contract so that plaintiff would be provided with highway worksite free from obstructions as specified in contract.

3. Where state failed to furnish plaintiff highway worksite free from obstructions as required by contract, state became liable for damages sustained in performance of contract occasioned by such failure notwithstanding it may have exerted reasonable effort to induce utility companies owning such poles to remove them so as not to interfere with performance of contract.

4. State was not absolved from liability for such damages by reason of fact that plaintiff had entered into subcontract with another under which latter was to furnish supervision of work, and to lease equipment necessary therefor, to be paid for by assignment of percentage of plaintiff's contract price. Held, under Rule 17 of Rules of Civil Procedure, plaintiff could sue on behalf of subcontractor and for its benefit, since under Minn.St.1957, § 161 subd. 17, latter, not being in privity with

state, could not sue in its own name for losses sustained in performance of contract occasioned by fault of state.

5. Rule of United States Court of Claims to effect that prime contractor may not sue United States for benefit of subcontractor for losses due to delay occasioned by United States where subcontract contains exculpatory clause absolving prime contractor from liability to subcontractor for such delay *held* inapplicable here where subcontract contained no such exculpatory provision.

Walter F. Mondale, Atty. Gen., Paul L. Skjervold, Deputy Atty. Gen., D. P. Kane, Sp. Asst. Atty. Gen., for appellant.

William C. Blethen, Kelton Gage, Blethen, Ogle & Gage, Mankato, for respondent.

THOMAS GALLAGHER, Justice.

St. Paul Dredging Company, plaintiff, seeks damages against the State of Minnesota for breach of a contract, S. P. 6947–06, for widening and grading shoulder of state Highway No. 216 for a distance of 17 miles beginning east of Hibbing. Plaintiff's action is based upon its contention that contract specifications called for the defendant to furnish a highway worksite free from utility poles, that it failed to do so, and that in consequence plaintiff sustained damages.

The trial court construed the contract in accordance with plaintiff's contentions and charged the jury as a matter of law that defendant had failed in its obligation to plaintiff, submitting for determination only the issue of damages. The jury returned a verdict for plaintiff in the sum of $40,438.08. This is an appeal from an order denying defendant's subsequent alternative motion for judgment notwithstanding the verdict or for a new trial.

Defendant does not challenge the amount of the verdict as a measure of damages but contends that (1) the court erred in instructing the jury that a contractual duty rested upon it to provide plaintiff with a highway worksite free of utility poles; (2) if the language of the contract and specifications be regarded as ambiguous, the issue of what the parties intended should have been submitted to the jury; and (3) if the contract did not impose an absolute duty upon defendant to provide a construction site free of utility poles, whether the state had exercised a reasonable effort to comply with its contract obligation, and whether the delay in removal of utility poles was within the contemplation of the parties at the time the contract was executed, were fact questions for the jury. Defendant also contends that its motion to dismiss the action on the ground that plaintiff was not the real party in interest should have been granted.

The contract, dated May 5, 1955, provides that plaintiff shall complete the work within 75 working days or be subject to certain deductions for damages. It further specifies that upon receipt of written notice from the contractor of the existence of causes over which the contractor has no control which may delay the completion of the work the commissioner of highways may extend the date specified for completion.

The contract is governed by specifications for highway construction issued by the Minnesota Department of Highways, the following of which are relevant here:

1802.1. "All Right of Way for construction work will be furnished by the State. In case the State fails to effect the removal of structures and buildings from any section of the Right of Way, the right is reserved either to eliminate the work on that section from the Contract as provided in 1404, or to require the Contractor to construct the work as specified at a later date. In the latter case, the time for completion of the work will be extended for a period of time equivalent to any delay caused by

such failure. If such failure by the State causes increased cost to the Contractor, fair and equitable compensation will be made therefor."

1408. "All obstructions to the construction of the Project and other encumbrances within the construction limits as indicated in the Plans, including fences, foundations and well curbs, *but not including buildings and public utility properties*, shall be removed by the Contractor." (Italics supplied.)

1409. "All properties of public utility companies or municipalities, such as pole lines, conduits, gas pipes, water pipes, sewers and tile lines, which run over, through or under any part of the Right of Way and which, in the opinion of the Engineer, will interfere with the completion of the Project, will, except as otherwise provided in the Contract, be moved by the owners to the locations and in accordance with the conditions set forth in the utility permit granted by the Commissioner and on file in his office.

"The Contractor shall preserve and protect all such properties which are above the ground surface, and also those below the ground surface whose approximate locations are shown in the Plans * * * he shall assume full responsibility for reimbursing the owners thereof for any damage or injury to such properties which may be caused by his operations. * * *

* * * * * *

"If the Contractor is required to perform any special work * * * along or adjacent to any public utility property located below the ground surface * * * fair and equitable compensation will be made for the cost of such special work or construction methods."

Defendant concedes that plaintiff had no right to remove the utility poles, such right being vested in defendant alone under Minn.St.1957, § 161.13,* which provides that utility poles constructed, placed, or maintained along any trunk highway:

"* * * may be so maintained or hereafter constructed only in accordance with such regulations as may be prescribed by the commissioner of highways, who shall have power to prescribe and enforce reasonable rules and regulations with reference to the placing and maintaining * * * of the utilities * * *."

Order No. 13095 issued under § 161.13 by the commissioner contains the following regulations:

"11. Existing utility lines may be maintained in their present position until required to change because of the improvement of the trunk highway. * * *. In all cases the reconstruction of utility lines shall be under permit and in accordance with these regulations.

"12. If at any time the State of Minnesota, acting through its Commissioner of Highways, shall deem it necessary to make any improvements or changes on all or any part of the right of way of the trunk highway which affect the utility as located under a Department of Highways permit, then and in such event, the owner of the utility therein named will, within fifteen days after written notice from the Commissioner of Highways * * * proceed to alter, change, vacate or remove from the trunk highway right of way said public utility so as to conform to said changes, such work to be done without any cost whatsoever to the State of Minnesota and completed within the date specified in said written notice."

Shortly after plaintiff entered into the contract, it also entered into an agreement

* Now M.S.A. § 161.45.

with Seth Morse and Morse Brothers & Associates, Inc., of Rochester, hereinafter referred to as Morse, which provided that:

"This agreement covers the supervision, the furnishing of the required equipment, tools and other incidental items required to construct, according to the plans and specifications, the State Highway Project, identified as S. P. 6947-06 (S.H. 216).

* * * * * *

"1. The St. Paul Dredging Company agrees to employ Mr. Seth Morse on this project as Superintendent of Construction. Both Seth Morse and Morse Brothers & Associates, Incorporated agree to such employment.

"2. * * * Morse Brothers & Associates, Incorporated agree to furnish all of the tools, equipment, labor and materials, job office, tool sheds, and all incidental items required for the complete construction of the project on the basis set forth in paragraphs (3) and (4).

"3. Morse Brothers & Associates, Incorporated agree to deposit $10,000 dollars in the 1st Natl Bank of Minneapolis, Minnesota. This deposit shall be made in the name of/ and the credit of St. Paul Dredging Company and shall hereinafter be referred to as the Operation Fund. * * *

"The original Operation Fund and all other deposits made to this fund cannot be used for any purpose other than to pay the labor, material and other expenses incurred to properly complete the project covered by this agreement.

"All payrolls and all material bills of every description shall be approved by Seth Morse before the checks are issued.

"Payroll checks and all other checks shall be issued in the St. Paul Dredging Company office.

* * * * * *

"4. The St. Paul Dredging Company agrees to deposit within three days after receipt of the monthly payment from the State Highway Department 95% of each monthly estimate, as well as 95% of the final estimate upon completion of the project.

"If any penalties are assessed against the St. Paul Dredging Company by the State Highway Department for failure to complete the Project within the time limits of the contract, the total amount of such penalties shall be deducted from the 95% due to be deposited in the Operation Fund from the proceeds of the final payment from the State Highway Department.

"Upon completion of the project * * * a check to Morse Brothers & Associates Incorporated for the full amount of the balance remaining in the Operation Fund [shall be issued]."

In opposition to defendant's motion to dismiss the action on the ground that under this agreement with Morse plaintiff was not the real party in interest, H. P. Phelps, president of plaintiff, by affidavit, set forth that:

"* * * whether or not the five per cent (5%) of total payments on the contract, which were to go to St. Paul Dredge, would prove profitable depended on the speed with which the job was accomplished. That any penalties assessed for failure to complete the work on time or the cost of correcting defective work would be the responsibility of St. Paul Dredge. For this reason, St. Paul Dredge wished to, and did in fact, retain control of the job rather than subcontract it. * * *

* * * * * *

"* * * That under the terms of the rental agreement, St. Paul Dredging Company is obliged to deposit ninety-five per cent (95%) of all

moneys received on account of this project in a special account. That the affiant is informed and believes that should St. Paul Dredge fail to diligently assert its claims against the State of Minnesota it would be liable to Morse Brothers and Associates for such failure. That five per cent (5%) of all moneys received on counterclaims against the State of Minnesota are the outright property of the St. Paul Dredging Company."

Work on the highway contract commenced June 1, 1955. At that time there were about 600 utility poles within the right-of-way worksite which belonged to the following companies:

(1) Stuntz Cooperative Light & Power Association

(2) Minnesota Power & Light Company

(3) Northwestern Bell Telephone Company

(4) Northern Electric Cooperative Association

(5) Cherry Cooperative Telephone Company

On March 29, 1955, these companies were notified by defendant that the contract was to be let and that the utility poles would have to be removed. Subsequently, the Department of Highways issued permits to some of the utilities for such removal, but most of the poles remained on the worksite throughout the major part of the time during which plaintiff was required to perform its contract and interfered substantially with its work thereunder.

Prior to commencement of the work, plaintiff's representative advised defendant's project engineer that the construction site was heavily encumbered with poles and asked for delay of the start. This request was referred to the Highway Department which denied it, and plaintiff was compelled to proceed with the work or be subjected to liquidated damages if it were not completed in the 75-day period. On July 18, 1955, defendant's project engineer made the following notation:

"* * * Contractor is working where Power Poles are still in place, the only place left for him to work. Power Co. is moving poles behind contractor where grading is completed, and also moving poles where grading is under way."

From July 25, 1955, to September 17, 1955, plaintiff was almost continuously charged with less than a full working day because of pole-line interference and was working around such poles as late as the week of October 7, 1955. District engineer, Lester Miller, described the pole-line interference as the worst he had seen in his years with the Highway Department and advised his superior:

"There is no question but what the poles were in the way for practically the entire job."

Substantial testimony was submitted by defendant as to reasons occasioning delay in removing the poles, but, as above indicated, the court construed the contract as imposing an absolute obligation upon defendant to remove the poles. It is undisputed that the utility permits issued by the state allowed Stuntz Cooperative Light & Power Association until 30 days prior to completion of the contract to move its poles; allowed Northwestern Bell Telephone Company until August 1, 1955, to remove its poles; and allowed Northern Electric Cooperative Association an undisclosed period of time to remove its poles. It is also undisputed that defendant took no steps to insure removal of the Cherry Cooperative Telephone Company poles after it had been advised by officials of that company that the company did not intend to remove them because of the sale of their properties to Northwestern Bell Telephone Company. The Stuntz poles were not finally removed until June 28, 1955; the Northern Electric poles, not until August 27, 1955; a

Northwestern Bell Telephone poles, not until September 19, 1955.

[1, 2] 1. We are of the opinion that the trial court's construction of the highway contract was correct. It was silent as to any obligation resting upon plaintiff to remove the poles or to assume responsibility therefor, and under Minn.St.1957, § 161.13, plaintiff had no right or power to assume such responsibility. The worksite or right-of-way upon which a highway contract is to be performed must of necessity be provided by the state. Specification 1802.1 obligates the state to effect "the removal of structures and buildings from any section of the Right of Way" and imposes upon it the obligation of compensating the contractor for increased costs caused by its failure to perform this obligation. That the term "structures" must have been intended to include the properties of public utilities maintaining their lines upon public highways is evidenced by Specification 1408 which provides: "All obstructions * * * within the construction limits * * * including fences, foundations and well curbs, *but not including buildings and public utility properties*, shall be removed by the contractor." (Italics supplied.) When 1802.1 and 1408 are construed in relationship to a project such as this, the clear implication to be drawn therefrom is that upon the state alone rests the responsibility for removing poles and other utility properties which might interfere with a contractor's operations, or otherwise to permit a contractor to commence operations at a later date. Here, at the outset of the work, plaintiff notified the state that the poles had not been removed; that they would interfere with the work progress; and requested a delayed date for commencement of operations. The state refused to grant this request and thereby under 1802.1 assumed responsibility for any loss occasioned by plaintiff because of their presence on the worksite.

2. Defendant contends that the specifications cited are subject to modification by Specification 1409 which deals with utility properties. We see nothing in its language which would alter our conclusion as to construction of the contract. It imposes upon the state the direct obligation of requiring removal of public utility poles and lines which would interfere with the performance of a highway project. It places responsibility upon the contractor for any damage occasioned to such properties in the performance of the contract and forbids him to interfere with persons engaged in protecting or removing such utility poles. The implication to be drawn from this specification is that utility properties on the highway worksite which the state is obligated to have removed are not to be considered by the contractor in estimating his costs or submitting his bid. The clear implication of 1409 is that the contractor may safely assume that he will have a construction site free from obstructions including utility poles and that if utility poles are on the site at the time costs are estimated and bids submitted the state will be responsible for their removal. In decisions from other jurisdictions in which similar issues were presented, a like construction was given to the contracts there involved. Peter Kiewit & Sons' Co. v. State Highway Comm., 184 Kan. 737, 339 P.2d 267; Derby Road Building Co. Inc. v. Commonwealth, Ky., 317 S.W.2d 891; see, also, 9 Am.Jur., Building and Construction Contracts, § 16; 12 Am.Jur., Contracts, § 239.

[3, 4] 3. It would follow that defendant became liable for plaintiff's damages arising out of defendant's failure to clear the worksite of obstructions even though such failure was not due to a lack of reasonable effort on its part to avoid such a default, or was due to the failure of the utility companies to comply with defendant's requests that the poles be removed. It is well settled that a promise which cannot be performed without the consent or cooperation of a third party is not excused because of the promisor's inability

to obtain such cooperation. Lane v. St. Paul Fire & Marine Ins. Co., 50 Minn. 227, 52 N.W. 649, 17 L.R.A. 197; Hokanson v. Western Empire Land Co., 132 Minn. 74, 77, 155 N.W. 1043, 1044, L.R.A. 1917C, 761; City of Minneapolis v. Republic Creosoting Co., 161 Minn. 178, 189, 201 N.W. 414, 419. Here defendant should have required prompt action on the part of the utility companies or otherwise authorized an extension of time for plaintiff's commencement and completion of the contract. It failed to do either and hence bears responsibility for losses sustained in the performance of the contract as a result.

[5] 4. Defendant asserts that the trial court erred in denying its motion to dismiss this action upon the ground that plaintiff was not the real party in interest since most of the loss sustained in performance of the contract was borne by Morse. Plaintiff's contract with Morse in no way absolves plaintiff from full responsibility for performance of its contract with defendant. Had plaintiff failed in this respect, defendant could have exacted from it the penalties or damages provided for in the contract. That the measure of payment for the services and equipment provided plaintiff under the Morse contract was based upon a percentage of plaintiff's contract price could not alter plaintiff's obligations to defendant. By the same token, plaintiff should not be barred from suing for losses occasioned by defendant's default, even though such losses were borne by Morse. This is particularly true under Minn.St.1957, § 161.03, subd. 17,[1] which provided that the state waives immunity to suits for redress under highway contracts only as to parties in privity with it in such contracts and which accordingly would exclude Morse from bringing an action in its own name for the losses it sustained. If the state's contentions were upheld, the losses sustained in the performance of the contract occasioned by its default could not be recovered either by plaintiff or by Morse. We do not believe that in enacting § 161.03, subd. 17, the legislature intended any such unjust result.

5. Rule 17.01 of Rules of Civil Procedure provides:

> "Every action shall be prosecuted in the name of the real party in interest; but * * * a party with whom or in whose name a contract has been made for the benefit of another * * * may sue in his own name without joining with him the party for whose benefit the action is brought."

If, as defendant contends, the Morse contract is a subcontract, then under Rule 17.01 plaintiff, as prime contractor, could sue defendant for the loss sustained by Morse as a result of defendant's default. Nothing in this conclusion is inconsistent with the provisions of § 161.03, subd. 17. Further, it finds support in a decision of the United States Supreme Court in a similar situation. Thus, in United States v. Blair, 321 U.S. 730, 737, 64 S.Ct. 820, 823, 88 L.Ed. 1039, 1044, the court stated:

> "Included in the * * * award of miscellaneous damages was one item of $9,730.27 on a claim to the use of the Roanoke Marble & Granite Company, Inc., a subcontractor of respondent [the prime contractor] who furnished the materials and performed the labor necessary to install the tile, terrazzo, marble and soapstone work called for in respondent's contract with the Government. This award was based upon extra labor costs in-

1. Minn.St.1957, § 161.03, subd. 17, provided: "When a controversy arises out of any contract for the construction or repair to state trunk highways entered into by the commissioner of highways * * * in respect to which controversy the party would be entitled to redress against the state, * * * the state hereby waives immunity from suit in connection with such controversy * * *." Now M.S.A. § 161.34, subd. 1.

curred under conditions erroneously exacted by the Government superintendent. * * * The * * * subcontract as introduced * * * does not expressly indicate, that respondent was liable to the subcontractor for the acts of the Government upon which the claim was based.

"Clearly the subcontractor could not recover this claim in a suit against the United States, for there was no express or implied contract between him and the Government. Merritt v. United States, 267 U.S. 338, 45 S.Ct. 278, 69 L.Ed. 643. But it does not follow that respondent is barred from suing for this amount. Respondent was the only person legally bound to perform his contract with the Government and he had the undoubted right to recover from the Government the contract price for the tile, terrazzo, marble and soapstone work whether that work was performed personally or through another. This necessarily implies the right to recover extra costs and services wrongfully demanded of respondent under the contract, * * *. Hunt v. United States, 257 U.S. 125, 42 S.Ct. 5, 66 L.Ed. 163."

Defendant cites a number of decisions of the United States Court of Claims which appear contra to the rule in United States v. Blair, supra, and based thereon seeks to avoid its effect and applicability here. Such cases include Severin v. United States, 99 Ct.Cl. 435, certiorari denied, 322 U.S. 733, 64 S.Ct. 1045, 88 L.Ed. 1567; James Stewart & Co. Inc. v. United States, 63 F.Supp. 653, 105 Ct.Cl. 284; Continental Illinois Nat. Bank & Trust Co. v. United States, 81 F.Supp. 596, 112 Ct. Cl. 563; Pearson, Dickerson, Inc. v. United States, 115 Ct.Cl. 236; Continental Illinois Nat. Bank & Trust Co. v. United States, 101 F.Supp. 755, 121 Ct.Cl. 203, certiorari denied, 343 U.S. 963, 72 S.Ct. 1057, 96 L.Ed. 1361; Warren Bros. Roads Co. v. United States, 105 F.Supp. 826, 123 Ct.Cl. 48; F. H. McGraw & Co. v. United States, 130 F.Supp. 394, 131 Ct.Cl. 501; Donovan Construction Co. v. United States, 149 F.Supp. 898, 138 Ct.Cl. 97, certiorari denied, 355 U.S. 826, 78 S.Ct. 34, 2 L.Ed.2d 39; J. W. Bateson Co. Inc. v. United States, 163 F.Supp. 871, 143 Ct.Cl. 228. Examination of these opinions indicates the formulation of a rule by the United States Court of Claims to the effect that, where a subcontract contains an exculpatory clause absolving the prime contractor from liability for damages to the subcontractor arising out of delays in the performance of the subcontract occasioned by the fault of the government, the prime contractor may not sue the government for such damage even though the subcontractor be barred from bringing such a suit in his own name. Here the agreement between plaintiff and Morse contains no such exculpatory provision. In most of the decisions cited by defendant is the clear implication that where, as here, the subcontract is silent as to the subcontractor's right to seek redress from the prime subcontractor, the latter may bring suit against the government for the benefit of the subcontractor.

Affirmed.

.6579 Auburn Ave.-Baker/Unity Hwy. 197
Sec. FAU 4841 (W. Side Truck Rt.)
(Paving)

C.A. 6117 6-1-77

8579

FAUS

Department of Transportation

STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 13, 1979

Jim Adamson
Director of Public Works
City of Baker
City Hall,
Baker, Oregon 97814

Dear Jim:

RE: Auburn Avenue - Baker/Unity Highway Section
Contract No. 8579

On June 14, 1979 Roland Campbell, City Recorder, asked me to clarify the final billing statement on the above subject project. In order to do this it was necessary to obtain a print out of the job charges from our Accounting Section in Salem.

The print out sheets alone won't tell you very much so I have prepared a recap sheet showing the breakdown of charges, participating items, non-participating items, advance deposits and the balance to be refunded.

Hopefully, this will clarify the final statement for Roland.

Sincerely,

Roger C. Lang
Federal Aid Engineer

RCL:mt
cc: D. E. Swan
J. A. Schlieski

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 17 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-3122

D. E. Swan

7/12/79
RCL

Recap of Costs - Auburn Ave - Baker/Unity Hwy.

Contract 8519

			Participating	Non Participp
Code 201		Payment to Contractor	# 75,016.08	
206		Interest on final payment		# 2.00
900		Resident Engr	3,335.02	
900		Const. Office Salem (Process 3 Price Agreements & Administrative Costs)		80.81
		Total Const. Cost	78,351.10	82.81
Preliminary Engring				
Code 901		Resident Engr.	153.64	
901		" " (Telephone)		12.53
905		Design Review	180.92	
910		Geologist (soils)	61.32	
914		Utility Liaison	131.53	
920		Program & Planning (Salem)	60.75	
921		Specifications	447.38	
		Total P.E. Cost	1035.54	12.53
		Grand Total	79,386.64	95.34

Funding Rate, Participating Costs

Fed. Funds	State	City
78.2%	10.9%	10.9%
# 62,080.35	# 8653.15	# 8653.14

Funding Rate, Non Participating Costs Engring

50%	
# 47.67	# 47.64

Advance Deposit by City — # 8,880.00
City share — 8,653.14
226.86
less 50% Non-Particip Engr — - 47.67
179.19 Refund

☐ RE ☐ RCE ☐ RPE ☐ ROE

☒ RFA JUL 02 1979 ☐

Date 6/28/79 (8:20 am) PROJECT MANAGEMENT OFFICE MEMO

Subject Baker FAUS (Auburn/Wash Ave) File No RECEIVED REGION 5 OFFICE

Received (call) ~~(visit)~~ from Roger Lang 963-3177 Reg. Ft Engr.

Address

Made (call) ~~(visit)~~ to 11am Jim Adamson (Baker City Engr.) Phone 523-4437

Reason for contact and general discussion:

Status of Total charges to foregoing projects:

Location 301-1955 = $678.78 }
Construction 301-1001 = 117.69 } As of May 30, 1979 (No change in June
Contract let (4-24) #8906 = Baker Redi Mix #62,534 ($66,713.43)

Foregoing matter requested by Roger to give to Adamson due to possible cancellation of project - city will review & determine what actin is desirable

cc: R. Lang (Reg 5)

Signature Don Harwell

File ( ) ( ) ( ) ( ) ( ) (H) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Don Harwell,

7/12/79

Advised by Joe Schlieski that the project will not be cancelled.

City work has been delayed because of Local controversy, Baker Redi Mix is willing to wait — Work day charges have been stopped —

Roger

M Dn H

8579

CITY OF BAKER

BOX 650 PHONE 523-4437

BAKER, OREGON 97814

2/26/79

CASH RECEIPT

No. 14342

TOTAL PAID →

NAME Oregon State Univ FEB 26 [illegible] 02700 *** 17193

FEB 26 [illegible] 02700 *** 17193

ADDRESS

CLASS	ITEM	AMOUNT
	Fees on Foundation Test Holes	17193

RE RCE RME ROE

RFA JUN 25 1979

RECEIVED
REGION 5 OFFICE

RECEIVED BY _____ CASHIER

Gary Zehner

City Recorder Advises he isn't sure about charges shown on final billing. Please forward print out on Const. Costs and P.E. Costs.

Thx
Roger

Sent 7-6-79

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: January 26, 1979

CITY Baker — Contract No. 8579 — Date Completed 11-10-77

PROJECT # M-IOM-4841(1) — Section Auburn Ave.-Baker-Unity Hwy.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 1,048.07
Total Contract Payments		75,016.08
Construction Engineering		3,415.83
Interest Paid to Contractor		2.00
TOTAL PROJECT COST		$79,481.98
Non-Participating Costs:		
Preliminary Engineering	12.53	
Construction Engineering	80.81	
Interest Paid to Contractor	2.00	95.34
BALANCE		$79,386.64
Federal Aid Funds Collected:		
Preliminary Engineering	809.79	
Construction	61,270.56	$62,080.35
Amount to be shared by State & City		$17,306.29

State Share:

50% of 17,306.29=	8,653.15	
50% of 80.81=	40.41	
	$8,693.56	

City Share:

17,306.29 - 8,653.15=	8,653.14	
95.34 - 40.41=	54.93	
	$8,708.07	

Reference: Billing Form CC-1967

Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

	BILLING REQ. NO.	YOUR ORDER NO.
-26-79	CC-1967	

CREDIT DISTRIBUTION

301-1946-295 $ 125.40

301-1093-295 2,902.67

L TO: Code:

City of Baker

City Hall

Baker, OR 97814

Attn: George O. Hiatt, City Manager

SCRIPTION: (Describe the service rendered, location, etc. Refer to reements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
inal Billing Per Attached Itemized Statement			
Urban System Project M-TQM-4841(1) Auburn Ave.-Baker/Unity Highway 10th St., Myrtle Ave., and 5th St. Baker County Covered By Agreement dated 6-1-77 Contract No. 8579			
TOTAL COST			$79,481.98
Less Federal Funds Collected			62,080.35
Less State Share			8,693.56
City Share			8,708.07
City Advance Deposit			8,880.00
REFUND DUE CITY			$ 171.93

ef: BAKERCI, Inv: 1738

Attach itemized statement to invoice)

vance Deposit Amount	$ 8,880.00
vance Deposit Previously nsferred to Highway Fund	$ 5,680.00
nce	$ 3,200.00
nsfer to Highway Fund	$ 3,028.07
und Due	$ 171.93

al or final request for billing: Final

ber of the previous request nnection with this service: CC 1749

Amount Due . . . . . $

Submitted by:

Gary E. Zenner

Approved:

Gerald Kimer

Form 734-1191 (Rev. 5/77) 8579

PROJECT FILE

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-26-79	CC-1967	

BILL TO: Code:

City of Baker
City Hall
Baker, OR 97814
Attn: George O. Hiatt, City Manager

CREDIT DISTRIBUTION

301-1946-295 $ 125.40
301-1093-295 2,902.67

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement Urban System Project M-TOM-4841(1) Auburn Ave.-Baker/Unity Highway 10th St., Myrtle Ave., and 5th St. Baker County Covered By Agreement dated 6-1-77 Contract No. 8579			
TOTAL COST			$79,481.98
Less Federal Funds Collected			62,080.35
Less State Share			8,693.56
City Share			8,708.07
City Advance Deposit			8,880.00
REFUND DUE CITY			$ 171.93

(Attach itemized statement to invoice)

Advance Deposit Amount	$ 8,880.00
Advance Deposit Previously Transferred to Highway Fund	$ 5,680.00
Balance	$ 3,200.00
Transfer to Highway Fund	$ 3,028.07
Refund Due	$ 171.93
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1749

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
Gerald Wimer

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 26, 1979

CITY Baker Contract No. 8579 Date Completed 11-10-77

PROJECT # M-TOM-4841(1) Section Auburn Ave.-Baker-Unity Hwy.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 1,048.07
Total Contract Payments		75,016.08
Construction Engineering		3,415.83
Interest Paid to Contractor		2.00
TOTAL PROJECT COST		$79,481.98
Non-Participating Costs:		
Preliminary Engineering	12.53	
Construction Engineering	80.81	
Interest Paid to Contractor	2.00	95.34
BALANCE		$79,386.64
Federal Aid Funds Collected:		
Preliminary Engineering	809.79	
Construction	61,270.56	$62,080.35
Amount to be shared by State & City		$17,306.29

State Share:

50% of 17,306.29=	8,653.15	
50% of 80.81=	40.41	
	$8,693.56	

City Share:

17,306.29 - 8,653.15=	8,653.14	
95.34 - 40.41=	54.93	
	$8,708.07	

Reference: Billing Form CC-1967

STS HIGHLAND	CONT NO		* FA PROJ NOS OS	101001 100					00	STATE
	301	1 0	295	00 N 9					425.08	
	301	1940	296	00 N 3					53.25CR	
	301	1940	298	00 N 9					28.25	
8579	301	1940	901	00 P 1	12-78				30	
	301	1940	904	00 P 1					7,350.00	
	301	1940	905	00 P 1					206.72	
	301	1940	906	00 N 1					5.93	
	301	1940	910	00 P 1					51.32	
	301	1940	915	00 P 1					4.88	
	301	1940	920	00 P 1					33.14	
	301	1940	921	00 P 1					348.56	
	301	1940	923	00 P 1					425.61	
			TOT	P1					8,424.53	
			TOT	N1					5.93	
			** JOB TOTALS **			**	**		8,430.46	**

HWY AUBURN AVE	CONT NO		* FA PROJ NOS M	841001 100					00	STATE
	301	1946	296	00 N 9		79CR	27.79CR		809.79CR	
	301	1946	298	00 N 9		.79	27.79		809.79	
	301	1946	901	00 P 1	RES. Engr				153.64	
	301	1946	901	00 N 1	RES. Engr.				12.53	
	301	1946	905	00 P 1	Final Des.				180.92	
	301	1946	910	00 P 1	Soils & Geo.				61.32	
	301	1946	914	00 P 1	Utility C.				131.63	
	301	1946	920	00 P 1	Proj & Plan.				60.75	
	301	1946	921	00 P 1	SPECS.				447.38	
			TOT	P1					1,036.64	
			TOT	N1					12.53	
			** JOB TOTALS **			**	**		1,048.07	**

STS HALFWAY	CONT NO		FA PROJ NOS SOS	02001 100						STATE
	301	1951	295	00 N 9					3,615.00	
	301	1951	296	00 N 9		1,222.24CR	1,223.24CR		4,838.24CR	
	301	1951	298	00 N 9		1,223.24	1,223.24		1,223.24	
	301	1951	901	00 P 1			641.23		1,091.90	
	301	1951	905	00 P 1			305.07		305.07	
	301	1951	920	00 P 1			12.14		12.14	
	301	1951	921	00 P 1		192.14	192.14		192.14	

	301	1940	923	00	P 1				425.61	
			TOT		P1				8,424.53	
					N1				5.93	
			** JOB TOTALS **				**	**	8,430.46	**

HWY. AUBURN AVE	CONT NO		* FA PROJ NOS M	841001 100				00	STAT
	301	1946	296	00 N 9		79CR	27.79CR	809.79CR	
	301	1946	298	00 N 9		.79	27.79	809.79	
	301	1946	901	00 P 1	Res. Engr			153.64	
	301	1946	901	00 N 1	Res. Engr.			12.53	
	301	1946	905	00 P 1	Final Des.			180.92	
	301	1946	910	00 P 1	Soils & Geo.			61.32	
	301	1946	914	00 P 1	Utility L.			131.53	
	301	1946	920	00 P 1	Prog. & Plan.			60.75	
	301	1946	921	00 P 1	Specs.			447.38	
			TOT	P1				1,036.64	
			TOT	N1				12.53	
			** JOB TOTALS **				**	** 1,048.07	**

STS. HALFWAY	CONT NO		FA PROJ NOS SOS	202001 100					STATE
	301	1951	296	00 N 9				3,615.00	
	301	1951	296	00 N 9		1,223.24CR	1,223.24CR	4,838.24CR	
	301	1951	298	00 N 9		1,223.24	1,223.24	1,223.24	
	301	1951	901	00 P 1			641.23	1,091.90	
	301	1951	905	00 P 1			305.07	305.07	
	301	1951	920	00 P 1			12.14	12.14	
	301	1951	921	00 P 1		192.14	192.14	192.14	

E ST SUMMARY				DECEMBER 1978		PAGE 607
DE OF DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	301 1951	923	00 P 1		16.58	16.58
		TOT	P1	192.14	1,167.66	1,617.83
		** JOB TOTALS **		192.14 **	1,167.66 **	1,617.83 **

STATE

	301	1089	900	01 P 1		2,026.63	6	77
	301	1089	900	01 N 1		18.82	77	77
	301	1089	915	00 P 1		123.21	77	77
			TOT	P1		74,375.80		
			TOT	N1		1,776.64		
			** JOB TOTALS **		**	**	76,152.44 **	

EMENT MARKING CONT NO FA PROJ NOS RMS 005046 100

							DO	STATE	
	301	1090	270	01 P 1		543.33	1,278.05	76	78
	301	1090	296	00 N 9		543.33CR	1,665.87CR	77	78
	301	1090	298	00 N 9		543.33	1,665.87	77	78
	301	1090	900	00 P 1			387.82	77	77
			TOT	P1		543.33	1,665.87		
			** JOB TOTALS **		**	543.33 **	1,666.87 **		

ER UNITY HWY CONT NO 8579 * FA PROJ NOS M 841001 100 TOM 841001

							DO	STATE	
	301	1093	201	CO P 1 Contractor			62,765.44	77	8

COST SUMMARY DECEMBER 1978 PAGE 155

GP	DEPARTMENT	PREFIX		FUNCTION	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIV BEG	YRS END
		301	1093	201	00 P 2	Contr.		12,260.64	78	8
		301	1093	206	00 N 1	Int.		2.00	78	8
		301	1093	295	00 N 9			5,680.00	78	8
		301	1093	296	00 N 9		14,173.56CR	66,950.56CR	78	8
		301	1093	298	00 N 9		14,173.56	61,270.56	78	
		301	1093	900	00 P 1	Engr.		2,109.96	77	7
		301	1093	900	00 P 2	"		1,225.06	78	8
		301	1093	900	00 N 1	"		80.81	77	8
				TOT	P1			64,875.40		
				TOT	P2			13,426.70		
				TOT	N1			82.81		
				** JOB TOTALS **		**	**	78,433.91 **		

CEMETERY CONT NO 8754 = FA PROJ NOS M 823001 100

								STATE	
	301	1096	201	00 P 1		64,198.00	64,198.00	78	78

				TOT	PY				541.33		1,665.87		
				** JOB TOTALS **				**	643.33	**	1,666.87	**	

ER UNIT/ HWY CONT NO 8579 * FA PROJ NOS M 841001 100 TOM 841001 00 STATE

		301	1093	201	CO	P	1	Contractor			62,765.44	77	8

COST SUMMARY DECEMBER 1978 PAGE 155

GR	DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIV BEG	YRS END
		301	1093	201	00	P	2 Contr.		12,260.64	78	8
		301	1093	206	00	N	1 Int.		2.00	78	8
		301	1093	295	00	N	9		5,680.00	78	8
		301	1093	296	00	N	9	14,173.56CR	66,950.56CR	78	8
		301	1093	298	00	N	9	14,173.56	61,270.56	78	8
		301	1093	900	00	P	1 Engr.		2,109.96	77	7
		301	1093	900	00	P	2 "		1,226.06	78	8
		301	1093	900	00	N	1		80.81	77	8
				TOT	P1				64,875.40		
				TOT	P2				13,426.70		
				TOT	N1				82.81		
				** JOB TOTALS **				**	78,433.91	**	

CEMETERY CONT NO 8754 = FA PROJ NOS M 823001 100 STATE

		301	1096	201	00	P	1	64,198.00	64,198.00	78	78
		301	1096	206	00	N	1	9.63	9.63	78	78
		301	1096	295	00	N	9	6,490.00	6,490.00	78	78
		301	1096	296	00	N	9	58,325.24CR	58,325.24CR	78	78
		301	1096	298	00	N	9	51,835.24	51,835.24	78	78
		301	1096	900	00	P	1	2,086.40	2,081.40	78	78
		301	1096	900	00	N	1	78.55	88.83	78	78
		301	1096	920	00	F	1	39.99	39.99	78	78
				TOT	P1			66,324.39	66,319.39		
				TOT	N1			88.18	98.46		
				** JOB TOTALS **				** 66,412.57 **	66,417.85 **		

N AV 6T4-COPY CONT NO * FA PROJ NOS RRP 507006 100 00 STATE

		302	1083	203	03	P	1		892.62	77	77

8579

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

11-3-78

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 5-10-77

TO 4-28-78

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-TQM-4841(1) BAKER

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
M-P.E. $ 1,048.07	$ 1,035.54	78.20%	$ 809.79	$ 809.79	$ 0.00
M-CONSTR. 64,958.21	64,875.40	78.20%	50,732.56	50,732.56	0.00
TQM-CONSTR. 13,475.70	13,475.70	78.20%	10,538.00	10,538.00	0.00
$79,481.98	$79,386.64	78.20%	$62,080.35	$62,080.35	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 11/3/78

PASSED FOR PAYMENT — BY — DATE

V. E. Skoog
Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Auburn Ave.-Baker/Unit Highway (Baker) FAU 4641 (West Side Truck Route) Baker County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 1,035.54	
	Construction Type Code 6202 Roadway (Sta. 0+08 To 36+60)(Contr. 8579) Final Contract Payment Summary M = 62,765.44 TQM = 12,250.64	Lump Sum			75,016.08	
	Construction Engineering State M = 2,109.96 TQM = 1,225.06	All Required			3,335.02	
					$79,386.64	
	Non Participating Items Preliminary Engineering	All Required			12.53	
	Construction Engineering	All Required			80.81	
	Interest Paid to Contractor	All Required			2.00	
	Total Non Participating Cost				$ 95.34	
	TOTAL COST				$79,481.98	
	Prepared based on Costs as shown on Federal Billing as of 11/16/78.					

AMOUNT CARRIED FORWARD .....

8579

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-7		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Baker
MODIFICATION NUMBER 1	5-30-78	Project Number M-TQM-4841(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 9, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 61,227 37,341 M	$ 82,323 53,837 M
Federal funds	$ 10,538 TQ	$ 10,538 TQ
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Technical Services Engineer
(Title)

By H. S. Coulter

State Hwy. Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Gen file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 18, 1978

Federal Aid Project
No. M-TQM-4841(1)

Auburn Avenue-Baker/Unit Highway (Baker)
FAU 4841 (West Side Truck Route)
Baker County

Revised Project Agreement Estimate.

Type Code PE			
Preliminary Engineering	All Required		$ 1,035.00
Type Code 6202			
Roadway (Sta. 0+08 to Sta. 36+60)			
Mobilization	All Required		$ 500.00
Temporary Protection and Direction of Traffic	All Required		500.00
*Flagmen	0 hour	20.00	--
*1"-0 Aggregate Base	1,936 ton	5.00	9,680.00
*Class "C" Asphalt Concrete	3,656 ton	18.00	65,808.00
	Subtotal		$76,488.00
	Engineering		4,800.00
	TOTAL		$81,288.00

*Changes
Length of Project - - - - - - - - - - - - - - 0.692 mile
Cost of Roadway Per Mile $117,468.20

Summary of Funds (78.20%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Urban Funds				
Preliminary Engineering	$ 1,035.00	$ 809.00	$ 113.00	$ 113.00
Roadway	67,812.00	53,028.00	7,392.00	7,392.00
TOTAL	$68,847.00	$53,837.00	$7,505.00	$7,505.00
Transition Quarter Funds				
Roadway (Fixed)	13,476.00	10,538.00	1,469.00	1,469.00
TOTAL	$82,323.00	$64,375.00	$8,974.00	$8,974.00

Group 1 - 100%
Group 2 - 0%
Contract No. 8579
Prefix 301-1093
301-1946 P.E.

-8579

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
11-68-4 11-74	FEDERAL-AID PROJECT AGREEMENT	County: Baker
	11-9-77	Project No.: M-TQM-4841(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. 5th St. 10th St. Myrtle Ave. (Baker)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-10-77	0.692
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.692
OTHER *(Specify)*		

FUNDS Pro rata 78.20%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 61,227	$ 37,341 M $ 10,538 TQM

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By J. H. Swanberg for

Technical Services Engineer
(Title)

By M. L. Schuler

for State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 9 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, November 3, 1977

FEDERAL AID PROJECT
No. M-TQM-4841(1)

AUBURN AVENUE-BAKER/UNIT HIGHWAY (BAKER)
FAU 4841 (WEST SIDE TRUCK ROUTE)
BAKER COUNTY

Project Agreement Estimate.

Type Code PE			
Preliminary Engineering	All Required		$ 1,000.00
Type Code 6202			
Roadway (Sta. 0+08 to Sta. 36+60)			
Mobilization	All Required		$ 500.00
Temporary Protection and Direction of Traffic	All Required		500.00
Flagmen	120 hour	20.00	2,400.00
1"-0 Aggregate Base	1,200 ton	5.00	6,000.00
Class "C" Asphalt Concrete	2,400 ton	18.00	43,200.00
	Subtotal		$52,600.00
	Engineering		7,627.00
	TOTAL		$60,227.00

Length of Project . . . . . 0.692 mile
Cost of Roadway Per Mile $87,033.23

Retain in Program			
Final 2" Asphalt (PA)	1,200 ton	18.00	$21,600.00

Summary of Funds (78.20%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Urban Funds				
Preliminary Engineering	$ 1,000	$ 782	$ 109	$ 109
Roadway	46,751	36,559	5,096	5,096
TOTAL	$47,751	$37,341	$5,205	$5,205
Transition Quarter Funds				
Roadway (Fixed)	13,476	10,538	1,469	1,469
TOTAL	$61,227	$49,879	$6,674	$6,674

Group 1 - 100%
Group 2 - 0%
Contract No. 8579
Prefix 301-1093

8579

STATE COPY

4-27-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
OSHD (K S Coulter)
Wash DC (HNO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	BAKER	OREGON
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-27-78	D. B. Carter, Area Engineer		N-TOH-4841(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-10-77	1-3-78	100 %	30 calendar workdays
APPROVED EXTENSIONS	**LOCATION**		
None	City of Baker, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AUBURN AVENUE-BAKER/UNITY HIGHWAY (BAKER)
FAU 4848 (W. SIDE TRUCK ROUTE)

This project provided for the construction of aggregate base shoulder and asphaltic concrete pavement on this 0.69 mile project.

The contract was awarded to Baker Redi-Mix, Inc., of Baker, Oregon on September 2, 1977 in the amount of $52,600. The final cost of the contract items was $76,506.97. The additional cost resulted when the City of Baker decided to place the future final stage of surfacing at this time.

The total project cost including engineering was $79,816.08.

The materials incorporated into the project met pertinent specifications or were judged suitable for use and were accepted at a reduced price.

A final inspection of the project was made on December 4, 1977.

RECEIVED
STATE HWY ENGR
MAY - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
5-1-78
cy Kinsey
APR 28
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter		SIGNATURE: Original Signed by G. K. HOSSNER	
D. B. Carter		G. K. Hossner	
TITLE: Area Engineer	DATE: 4-28-78	TITLE: Field Operations Engineer	DATE: 4-28-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8579

January 6, 1978

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On January 4, 1978, we wrote to you concerning release of final payment on Contract No. 8579 awarded to Baker Redi-Mix, Inc., for paving on the Auburn Avenue-Baker/Unity Highway (Baker) Section of FAU 4841 in Baker County.

Final payment on this contract is $500 and the total contract amount is $75,016.08. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8579

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*07000-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Baker, City of
City Hall
Baker, Oregon 97814
Attention of George O. Hiatt, City Manager

Request No. (assigned by staff engineer or head of section) CC 1749

Date December 13, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $8,880.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$ 3,200.00	
		To be transferred to State Highway funds for the Auburn Ave.-Baker Unity Highway Sect. (FAU 4841) Agreement No. 6117		$ 5,680

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 8,880.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 301-1093-295

Submitted by: Fred Hildebrandt

Approved:
Regional Engineer

Approved: L. O. Wimer
Gerald W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8579

FINAL REPORT # 3

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Auburn Ave.- Baker Unity Hwy		WEEK ENDING: November 11, 1977
		SECTION PREFIX: 301-1093
HIGHWAY: FAU 4841		COUNTY: Baker
NAME OF JOB: Auburn Ave.-Baker/Unity Hwy	KIND OF WORK: Paving	
CONTRACTOR: Baker Redi-Mix Inc.	CONTRACT NUMBER: 8579	FEDERAL AID PROJECT NUMBER: M-TQM - 4841 (1)
DATE OF CONTRACT: October 2, 1977	DATE WORK STARTED:	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 30	CALENDAR DAYS USED: 30
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 60,277.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.4
EXCLUSIVE OF ENGINEERING: $ 54,967.00	ENGINEERING AUTHORIZATION: $ 5,260.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,000.00	ENGINEERING COST TO DATE: $ 1,712.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.7
ESTIMATED PERCENT: OVERRUN [redacted] 31 %	This week: $500 PERCENT OF AUTHORIZATION: 33 %	DATE PROJECT WAS COMPLETED: November 10, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.69			
MILES PARTIALLY COMPLETED		0.69			
MILES COMPLETED		0.69			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3600			
TOTAL QUANTITIES CORRECTED TO DATE		3660			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3660			
AVERAGE DAILY QUANTITIES		-			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-			
NUMBER OF SHIFTS PER DAY		1			
HOURS PER SHIFT		8 - 10			

EQUIPMENT USED DURING THE WEEK:

Blade, roller, dump trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Cloudy - cool	1		
MONDAY 7	Cloudy - cool	1		
TUESDAY 8	Cloudy - cool	1		
WEDNESDAY 9	Ptly cldy cool	1		
THURSDAY 10	Ptly cldy cool	1		Completion Day
FRIDAY 11		0		
SATURDAY 5	Cloudy - cool	1		

Routing

Keasey K — Richards

Bond — Glenn

Jackmond — Berg

Hopkins — Church

Johnsen — Gebauer

Inloes — Widmer

RECEIVED
NOV 14 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No activity.
MONDAY 7	Placing baserock on shoulders.
TUESDAY 8	Placing baserock on shoulders.
9 WEDNESDAY	Blading, shaping and spotting baserock along shoulders.
10 THURSDAY	Completed general shaping of shoulder rock.
11 FRIDAY	Complete general clean-up throughout the project.
SATURDAY 5	No activity.

REMARKS

Status: Project completed - except for minor clean-up throughout.

Next week: Semi-final records and supporting data will be prepared - to be submitted approx. 11/21/77 to Region when progress estimate report is returned from contract payments.

FINAL WEEKLY REPORT

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8579

8

ROBERT W. STRAUB

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 2, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Auburn Ave.-Baker/Unity Hwy. (Baker)
Contract No. 8579
Request for Increase in Project Authorization

An overrun of 32.5 percent is expected on this project. This contract covers A.C. overlay paving on about 12 blocks of what is called the Westside Truck Route in Baker and utilizes Urban System funding. The bid received August 25 was 18.9 percent under the engineer's estimate. Baker Redi-Mix, Inc., is the contractor.

The contract plan shows a future final stage of A.C. paving two inches thick. Subsequent to the bid opening, the City of Baker requested that this final two inches of paving plus the necessary related shoulder rock be performed under the existing contract. We have entered into a price agreement with the contractor for an additional 1,200 tons of paving at the bid price of $18 per ton to do this and the City has deposited their 11 percent share of the cost of the additional work. This is expected to be federal participating. Paving on this contract started last week.

Your approval is requested for an increase of $19,573.00 to a new total project authorization of $79,800.00. This item will be on the Consent Calendar for your November 15 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
W. E. Schwartz
D. H. Moehring
V. E. Skoog
George Bell

Approved

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 1, 1977

FILE: CON 5 #8579

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Auburn Ave.-Baker/Unity Hwy. (Baker)
Contract No. 8579
Increase in Project Authorization

TO: H. S. Coulter
State Highway Engineer

Herewith form E-372 showing an expected 32.5 percent overrun on this project. This contract covers A.C. overlay paving on about 12 blocks of what is called the westside truck route in the City of Baker and utilizing Urban System funding. The contract is for four inches of A.C. in two lifts plus aggregate shoulders. A good bid was received August 25 at 18.9 percent under the engineers estimate. Baker Redi-Mix, Incorporated is the contractor.

The contract plan shows a future final stage of A.C. paving two inches thick. Subsequent to the bid opening, the City requested that this final two inches of paving plus the necessary related shoulder rock be performed under the existing contract. We have entered into a price agreement with the contractor for an additional 1,200 tons of paving at the bid price of $18 per ton to do this and the City has deposited their 11 percent share of the cost of the additional work. This is expected to be federal participating. Paving on this contract started last week and it was about half completed in two days. Note that a significant underrun of engineering is expected on this project for a change, since there are only five bid items and the actual work can be performed in a relatively short time.

The additional work is being performed at bid prices, so we are not involved with PCRB on this increase. A rough draft letter to the Transportation Commission is attached requesting an increase of $19,573.00 to a new total project authorization of $79,800.00.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

RECEIVED OCT 13 1977 R.E.

Project Auburn Ave.-Baker/Unity Hwy. (Baker) Date October 12, 1977

Highway FAU 4841 (West Side Truck Route) Contract No. 8579

County Baker Kind of Work Paving Contractor Baker Redi-Mix, Inc.

	Authorized	Estimated
Contract Amount	$52,600.00	$77,200.00
Anticipated Items	0	0
Contingency (4½%)	2,367.00	0
Engineering	5,260.00	2,600.00
Credits	0	0
PROJECT COST	$60,227.00	$79,800.00

NET INCREASE $ 19,573.00 = 32.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item 4 1"-0 Aggregate Base (increased 600 tons)	$9,000.00	+ $ 3,000.00
(C) Bid Item 5 Class "C" Asphalt Concrete (increased 1,200)	$64,800.00	+ $21,600.00

Principal reasons for overruns (Continue on reverse side): City of Baker wants to go ahead and place the additional 2" wearing course shown on the plans as future construction - on this contract. The contractor is willing to do the work as an overrun of the respective bid items at bid price.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Joseph A. Schlieski
Joseph A. Schlieski, Resident Engineer

Noted by _____
Construction ~~or Bridge~~ Engineer

Confirmed by _____
Division Engineer

Noted by _____
Deputy or State Highway Engineer

8579

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

October 13, 1977

George Strawn
Regional Planning Coordinator
Region 5, Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Re: Auburn Avenue-Baker-Unity Highway (Baker) Section
FAU 4841

Dear George:

At the regular council meeting of September 27, 1977, the Baker City Council passed a motion to amend the Engineer's report for the construction of the above mentioned project. The amendment calls for the entire 6 inches of asphalt to be installed at the time of construction.

The city therefore, request the project to be increased from the original $60,227.00 contract amount to $79,800. This will require additional City of Baker FAU Funds of $19,573.

Please find enclosed the city's additional share of $2,280.00

Sincerely,

George O. Hiatt
City Manager

GOH:clr

cc: JLA

CITY OF BAKER

REGULAR COUNCIL MEETING

September 27, 1977

#1 Roll Call

The meeting was called to order at 7:30 P.M. by Mayor McNeil. Roll call was answered by Councilmembers Neuberger, Allen, McNeil, and Landers. Councilmen Gwilliam and Pierce arrived at 7:35 P.M. and Councilman Johnson arrived at 8:18 P.M. Also present were City Manager Hiatt, City Recorder Campbell, City Attorney Collins and Director of Public Works Adamson.

#2 Minutes

Upon the MOTION by Mrs. Allen, seconded by Mr. Landers, and a unanimous vote of those present at the time, the minutes of the previous meeting were approved as presented.

#3 Correspondence

a) Gildersleeve on Golf Course Well

A letter from Charles Gildersleeve, Chairman of the Golf Board, was reviewed. The Golf Board wanted to assure the Council it was aware the golf course well was under the control of the city council and not the golf board.

b) Forest Service Thank you

A letter from Hugh Speight, Law Enforcement Director of the Forest Service, was read, thanking the city police and fire departments for their cooperation in the investigation of the Ellingson's Log Deck fire.

c) Phone Co. Thank You

A letter from D. L. Gunderson, Pacific Northwest Bell Vice President, was read, thanking the Mayor for his letter regarding the much appreciated work of four telephone company employees in repair and maintenance of the city clock.

d) Harrell on property offer at Salmon Creek

Mr. Robert Harrell of Harrell Hereford Ranch wrote to request an opportunity to make an offer on some city property (47.72 acres) on Salmon Creek Road. An appraisal has been arranged for on several pieces of city property and when this had been completed Mr. Harrell will be contacted regarding discussion of an offer.

#4 Planning Commission Report

Wendy McCullough made the monthly Planning Commission report. She reviewed action taken allowing the First Christian Church to continue with their building process started in 1962; and a conditional use permit granted to Joe McEnroe for a specialty shop in the old Powder River Sportman's Club on Campbell Street.

#5 Citizen's Participation

Mayor McNeil called for Citizen's Participation. There was no response.

#6 Coin-In-Slot Devices Ordinance Discussion

Mr. Ron Barton of Barton Amusement Company requested the council repeal Ordinance No. 2371 as obsolete and pass one that follows state law regarding coin-in-slot machines. Mr. Barton also requested his monthly city fees be included in an annual master license that would be applicable to other similar businesses. After dis-

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#7 Property Committee Report on Mike Nelson Offer for land

Mr. Pierce made the property committee report regarding Mike Nelson's offer to purchase city property on Salmon Creek Road. Because Mr. Nelson had invested approximately $700 to have the area surveyed professionally and the survey would be very helpful to the city and save money, it was the consensus of the committee that the amount offered, $300, was sufficient. The committee recommended to the council to sell the land to Mr. Nelson at the offered price of $300.00. Mrs. Allen favored an appraisal first as she felt the price was too low.

Upon the MOTION by Mr. Gwilliam, seconded by Mr. Pierce, the property committee's report was accepted and the property will be sold to Mr. Nelson at the offered price of $300.00. MOTION CARRIED with Mr. Gwilliam, Mayor McNeil, Mr. Pierce and Mr. Landers in favor; and Mr. Neuberger and Mrs. Allen opposed.

#8 Discussion on Street Vacation Ordinance

Discussion was initiated on the revised street vacation ordinance (No. 2748). The ordinance provides for a detailed procedure to be followed when vacations are desired. It also places more burden on the city staff for investigation and preparation.

Mr. Johnson arrived at this time.

A resolution providing for fees for vacations will be prepared for the next meeting. City Manager Hiatt read Ordinance No. 2748 for the first time in full. The consent of the solid waste collection service had been exempted and the council was of the consensus to include it in the requirement that all utility companies must consent to vacations.

1st and 2nd Readings of Ordinance No. 2748 Accepted

Upon the MOTION by Mrs. Allen, seconded by Mr. Gwilliam, the first reading of Ordinance No. 2748 was accepted. MOTION CARRIED with Mr. Gwilliam, Mrs. Allen, Mayor McNeil, Mr. Johnson, Mr. Pierce and Mr. Landers in favor; and Mr. Neuberger opposed.

It was also the consensus of the council to include in the ordinance that the consent signatures by property owners abutting the vacation must be notarized in accordance with state law.

The Council voted unanimously to hear the second reading of Ordinance No. 2748 for the second time by title only. With copies having been offered to the council, press, and public, the ordinance was so read by City Manager Hiatt.

Upon the MOTION by Mr. Gwilliam, seconded by Mr. Landers, the second reading by title only of Ordinance No. 2748 was accepted. MOTION CARRIED with Mr. Gwilliam, Mrs. Allen, Mayor McNeil, Mr. Johnson, Mr. Pierce and Mr. Landers in favor and Mr. Neuberger opposed.

Discussion on Street Closure Ordinance

City Manager Hiatt read Ordinance No. 2749, setting procedures for street closures, for the first time in full. It was noted that a resolution providing for a fee schedule will be presented at the next meeting. Also noted was that it was not the intent of the Council to use the street closure ordinance for short temporary closures, such as street dances, which the City Manager can handle. Ken Uhlmer of the Planning staff stated

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specifically to the comprehensive plan. City Attorney Collins explained all enabling ordinances shall be in compliance with the plan but the plan cannot be put in each ordinance.

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Upon the MOTION by Mr. Gwilliam, seconded by Mr. Landers, the first reading of Ordinance No. 2749 was accepted. MOTION CARRIED with Mr. Gwilliam, Mayor McNeil, Mr. Pierce and Mr. Landers in favor; Mr. Neuberger, Mrs. Allen and Mr. Johnson opposed.

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Upon the MOTION by Mr. Gwilliam, seconded by Mr. Landers, the second reading of Ordinance No. 2749 by title only was accepted. MOTION CARRIED with Mr. Gwilliam, Mayor McNeil, Mr. Pierce and Mr. Landers in favor; Mr. Neuberger, Mrs. Allen and Mr. Johnson opposed.

#9 Engineer's Report on 2ndary St. District #1

City Manager Hiatt reviewed the area to be improved in Secondary Street Improvement District No. 1, (Levy 2). Jim Adamson reviewed the Engineer's Report: there will be a 24' paved surface, 8" lime stabilized base; 4' gravel shoulders; 2½" leveling course; 2½" asphaltic surface, which is the same standard secondary design used for the last ten years. Total cost will be $136,959.64 and assessments to owners at $7.00 a front foot total $42,560.00. The project, if approved at the public hearing, will be constructed in the summer of 1978.

City Recorder Campbell read Resolution No. 2478 which accepts the engineer's report and sets the public hearing for October 25, 1977.

Upon the MOTION by Mrs. Allen, seconded by Mr. Johnson and a unanimous vote Resolution No. 2478 was adopted.

Resolution No. 2478

RESOLUTION NO. 2478

A RESOLUTION APPROVING ENGINEER'S REPORT FOR PROPOSED PAVING IMPROVEMENTS ON: 16TH STREET BETWEEN BAKER STREET AND CAMPBELL STREET; ON 15TH STREET BETWEEN BROADWAY STREET AND CAMPBELL STREET; ON 14TH STREET BETWEEN BROADWAY STREET AND BAKER STREET; ON BAKER STREET BETWEEN 14TH STREET AND 17TH STREET; CALLING A PUBLIC HEARING AND PROVIDING FOR THE GIVING OF NOTICE OF SUCH HEARING.

#10 Hangar Site Renewal Leases

Five separate hangar site leases for Municipal Airport land were up for renewal. Lessees were William Bailey, (expires October 1, 1977); Cliff Bond (No. 1 expired November 30, 1974 and No. 2 expired September 30, 1976) James Hanley, (expired July 1, 1977); and John Burgess-Bob Harrell, (expires September 30, 1977). City Attorney Collins had prepared a renewal form which renewed the leases under the same exact terms and conditions, using the previous lease. Fees remained at $.04¢ a square foot which City Manager Hiatt considered adequate for bare land. Discussion was held on possible conflicts with the Airport Master Plan and airport rules and regulations, but the leases contain clauses, as reviewed by City Manager Hiatt and City Attorney Collins, that allow the city to make

No. 2749 Accepted

Neuberger, Mrs. Allen and Mr. Johnson opposed.

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Upon the MOTION by Mr. Johnson, seconded by Mr. Pierce and a unanimous vote the renewals of hangar site leases for the five lessees as presented were granted.

#11 Report On Housing Rehabilitation Program

Ken Hobson, Community Resource Developer, presented the Council with a written report on the Emergency Housing Rehabilitation Program which will be funded with a HUD Community Development Block Grant in the amount of $120,000. Funds should arrive in late October at which time a basement city hall office will be opened and applications accepted for rehab work. Only emergency repairs will be done, mostly in connection with heating, plumbing, electrical, roofing, or foundations. The original area of East and South Baker is expected to be expanded to include other areas of the city as well. Income levels will be part of the criteria of qualification. Application has also been made for CETA funding for a secretary and two staff people to do the work under supervision of a local contractor. The program will be publicized fully when all the paperwork has been completed.

Report on Comprehensive Plan

Mr. Hobson also reported briefly on the status of the comprehensive plan at the request of the City Manager. A draft of the plan document as far as the public services portion is complete. Work is continuing on housing and economic development sections. Bill Clarke, planning consultant, is working on an urbanization section and the planners are hopeful the complete draft will be finished by the end of November.

Mr. Gwilliam excused himself from the meeting at this time.

#12 Liquor License Renewal

City Recorder Campbell presented a liquor license renewal request for the Idle Hour. The Police Department offered no objections to the renewal. An application by the Baker Motel for a new license was submitted too late for the police check and therefore it will be presented at the next meeting.

Upon the MOTION by Mr. Pierce, seconded by Mr. Landers, and a unanimous vote of those present, the liquor license renewal for the Idle Hour was approved.

Mr. Neuberger requested the city staff make an investigation when liquor licenses are requested, covering items such as what effect the license would have on the city, rather than just a police report on the person asking for the license.

#13 Water Report

Under the Water Report City Manager Hiatt reported the Golf Course well is complete but purchase of a pump has been delayed until final costs are in. It is estimated the funds will be too short to buy a pump and funds may be requested from General Revenue Sharing. Final costs will be known by the next meeting. Regarding the main well the work is progressing on the pump house and installers will be here September 29th to install the pump. Goodrich Reservoir is down to 50 million gallons. The main well costs ran just over $100,000.

Two firms had been contacted to estimate what a water rate study would cost. CH2M estimated $8,000

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Two firms had been contacted to estimate what a water rate study would cost. CH2M estimated $8,000 (June, 1977) and Perry-Anderson of LaGrande estimated $9350. Included in the study would be costs of a reservoir cover, and repair, old waterline replacement in street improvement areas, other waterline replacement, watershed rehabilitation. A project schedule, covering October 1977 to March of 1978, review of needs to comply with the Safe Water Drinking Act, a financial needs

analysis and financial alternatives would also be included. The staff felt either company could do the project and that it was needed to plan for at least 10 years. The matter will be discussed further at the next meeting.

#14 Committee Reports a) Cablevision Committee

Under Committee Reports City Manager reported the Council, as a Cablevision committee had met September 20th and made the following recommendation: Cablevision supply the city with a complete financial statement with emphasis on profit and loss for the Baker system; also a complete reconstruction program with costs, time schedules and the physical items that will be added or changed and what the expected results will be in television reception before any rate increase be considered. Also Cablevision be put on notice that they are not fulfilling their present obligation.

Upon the MOTION by Mr. Johnson, seconded by Mr. Landers, and a unanimous council vote of those present, the Cablevision Committee report and recommendation was accepted and adopted. The Council also requested a map of the area to be serviced be supplied.

b) Cemetery Committee

City Recorder Campbell reported he had been in contact with surrounding areas regarding cemetery charges and a meeting will be called of the cemetery committee in about two weeks.

#15 Other Business

Truck Route Additional Asphalt

Under Other Business Director of Public Works Adamson recommended, in a letter to City Manager Hiatt, that a letter be written to the state requesting an additional 2" of asphalt be included in truck route design now rather than later as planned. The City would have to pay any overrun above the $74,722.00 the project is approved for, but since the bid of Baker Redi Mix came in $14,495 below the estimate and additional funds can be saved by deleting the intended sealing, and from excavation and stabilization costs, the staff estimates 2" of asphalt could be added now without going over what is budgeted. The engineer's report should be amended to change from 4" of asphalt now and 2" later to the full 6" now, and the deletion of sealing.

Upon the MOTION by Mr. Johnson, seconded by Mrs. Allen, the request for additional 2" of asphalt for the truck route was approved. MOTION CARRIED with Mayor McNeil, Mrs. Allen, Mr. Johnson, Mr. Pierce and Mr. Landers in favor; and Mr. Neuberger opposed.

Air Oregon FBO Request

City Manager Hiatt read a letter from Manager of Air Oregon, Herb Morris. In essence Mr. Morris requested the council consider his letter a formal request for a lease of the Baker Aviation facility for the purpose of operating a full fixed base operation at Baker Airport. He stated he is willing to comply with the requirements of a Fixed Base Operator and has agreed to a price on the building. It was the consensus of the Council to have Air Oregon submit financial data and have the matter referred to the Airport Commission for study and recommendation.

Senior Citizens Open House

Mr. Rex Griggs invited the council to attend an open house at a potential new senior citizen center at Third and Court (old Assembly of God Church) at 1:30 September 28th.

Cablevision Committee

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"H" Street Committee

City Manager Hiatt explained the "H" Street committee on ditches and rights of way had not yet met; and the

Bootsma's Parking Problem

parking problem of Tom Bootsma's with B & K Chevrolet was in limbo until sample ordinances from other cities had been received for study. He also noted the Airport Master Plan was in process but no formal notice on the application had been received; a report should be available at the next meeting.

Airport Plan

Burn Ban

The lifting of the burning ban will be on the agenda for the next meeting.

Ken Hobson introduced the new Editor of the Democrat Herald, Mr. Dean Brickey, to the council.

#16 Adjourn

The meeting was adjourned at 10:45 P.M.

APPROVED: [signature]
MAYOR

ATTEST:
[signature]
City Recorder

...the next meeting.

Ken Hobson introduced the new Editor of the Democrat Herald, Mr. Dean Brickey, to the council.

#16 Adjourn

The meeting was adjourned at 10:45 P.M.

APPROVED: _____
MAYOR

ATTEST:
_____
City Recorder

8579

PROJECT MANAGEMENT OFFICE MEMO

Date 10-12-77

Proj Cont No. M-TQM-4841(1)

Subject Baker FAU Project - Auburn Ave Austin-~~Transportation~~ Hwy Dist No. 8579

Received (call) (~~visit~~) from John Bond 10-11-77

Address

Made (call) (visit) to Carroll Keasey Phone

Reason for contact and general discussion:

Baker wants to add future 2" AC at #21,600 Net (32%)
Contract Orig 60,000± w/50,877 FA funds on books
leaves #29,000 (w/local match) on books after 10-1-77
Need letter and local match — Keasey to arrange
Do we need program change Yes after FA

Has letter from City and FA to include over orig. Hwy 79 over. Need letter & deposit from City

cc Harry Zehner

Signature

File (FA) (~~WT~~) (1) ( ) (S) (11) ( ) ( )
Circulate: ~~PME~~ LGE ~~OPE~~ ~~FAE~~ ~~CCE~~ OM Other

8579

RECEIVED
OCT 7 1977
CONSTRUCTION SECTION

Kessey, Bond, Jackmond, Hopkins, Johnson, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

OREGON STATE HIGHWAY DIVISION

La Grande, Oregon 97850
October 5, 1977

Sub: Auburn Ave.-Baker/Unity Hwy
FAU 4841
West Side Truck Route
Baker County
Contract 8579

"Suspension of Calendar Workday Count"

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

Reference is made to the subject project and the charging of calendar work days.

With the information received in your letter of 9/30/77 and the recognition that no work can be performed by your company until the City of Baker has completed their part of the project, we will suspend the calendar workday count until October 10 or when the project is made available to you.

All time charged thru 10/1/77 will be deleted.

Joseph A. Schli-ski
Unreasonable Resident

cc: Construction Section
Contract Payments
Region
file

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 10 1977
File: PM FA
TAA LG OP

8579

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT

P.O. BOX 825

BAKER, OREGON 97814

9-30-77

Oregon State Highway Dept.
P. O. Box 850
LaGrande, Oregon 97850

Att: Jow Schlieski, Res. Engr.

Re: Auburn Ave.-Baker/Unity Hwy. (Baker)
OSHD Cont. No. 8579

Please refer to calendar workday charges against subject project.

We have been advised by the City of Baker that their part of work on this project will not be completed until Oct. 10. Calendar days are currently being ch-rged against contract time, and by Oct. 10. there will be only (4) four calendar days remaining.

By this letter we are requesting that no time be charged against project until the City of Baker has completed their work and have made the project available to us.

Ernie Scrivner
Baker Redi-Mix, Inc.
ES/bl

10-3-77

8579

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

September 28, 1977

J. A. Schlicski
Resident Engineer
Region 5, Highway Division
P. O. Box 850
La grande, Oregon 97850

Re: Auburn Avenue-Baker-Unity Highway (Baker) Section
FAU 4841

Dear Joe:

At the regular council meeting of September 27, 1977, the Baker City Council passed a motion to amend the Engineer's report for the construction of the above mentioned project. The amendment calls for the entire 6 inches of asphalt to be installed at the time of construction.

The city therefore requests the state to approve a change order for 6 inches of asphalt. The city agrees to pay 100% of any overrun above the $74,722.00 approved for the project.

The city will make any additional adjustments to city owned utilities at the city's expense.

Sincerely yours,

George O. Hiatt
City Manager

GOH:pau

c.c. James L. Adamson

8579

August 29, 1977

City of Baker
City Hall
Baker, OR 97814

ATTN: Mr. George O. Hiatt
City Manager

Gentlemen:

On August 25, 1977, a satisfactory bid was received from Baker Redi-Mix, Inc., P.O. Box 825, Baker, OR, 97814, for construction of the Auburn Avenue-Baker/Unity Highway (Baker) Section, FAU 4841.

The anticipated construction cost based on their bid is as follows:

Bid Items	$52,600.00
4½% Contingencies	2,367.00
10% Engineering	5,260.00
ESTIMATED TOTAL COST	$60,227.00

City's Advance Deposit:
11% of $60,227.00 = $6,624.97 or $ 6,600.00

Please make your check in the amount of $6,600.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, P.O. Box 850, LaGrande, OR, 97850, prior to September 15, 1977.

Very truly yours,

RHP

Robert H. Prange
Local Projects Manager

FPH:lml

bc w/att: Roger Lang - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-318 and submit to Finance Branch.

8579

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8579

8

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 5, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Auburn Ave.-Unity Hwy. Section
FAU 4841
West Side Truck Route, Baker
Baker County
Project Length -.7 mi.

The proposed project consist primarily of repaving an existing road section and includes the rounding of corners at street connections along the project. This will be accomplished within existing right-of-way.

This project has been assessed for its potential impact on the quality of the human environment. No adverse environmental effects are expected to occur except minor traffic disruptions during construction. Therefore, this project is deemed a Non-Major action as defined in FHPM 7-7-2, paragraph 10c.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

NOTED
E S HUNTER

GAP:cjh

Attachment

cc: E. S. Hunter
John Sheldrake w/attach
Eddie Welsh w/attach
Don Trout w/attach
L. E. George w/attach
D. E. Swan w/attach

RECEIVED
TECHNICAL SERVICES
AUG 8 - '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8579 2-3-77

U. S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-TQM 4841(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70447

COUNTY NAME: Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	FAU 4841	City Street

GENERAL LOCATION:

"Auburn Ave. - Baker/Unity Hwy. (Baker) (Westside Truck Route)

GENERAL DESCRIPTION OF WORK:

Paving (Code 6202-Miles 0.692)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION • ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $74,772-Federal Funds $58,432.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-831-855

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

July 18, 1977

George Strawn

FROM: George Strawn
Local Government Planning Coordinator

SUBJECT: Auburn Ave.-Baker/Unity Hwy.
FAU 4841 (West Side Truck Route)
City of Baker
Baker County

TO: Gerald Wimer
Local Government Programs Engineer

S A L E M

Enclosed find a copy of the preliminary plans for the subject project which has been approved by the City of Baker.

I have submitted the Utilities and Right of Way Certification to the Region Right of Way Section for their approval.

Please notify me of any additional information which will be required to insure that the project will be on the August 25 bid letting.

Duane Christensen - Please Note

GFS:sh
Attachment

cc City of Baker
Hal Versteeg
Verne Allen
J. A. Schlieski

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUL 19 1977
File: PM FA
TAA Granger LG OP
Advise Strawn

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Details & Summary
3,4,5	Plan & Profile

STATE OF

STATE HIGHW

PLANS FOR PROH

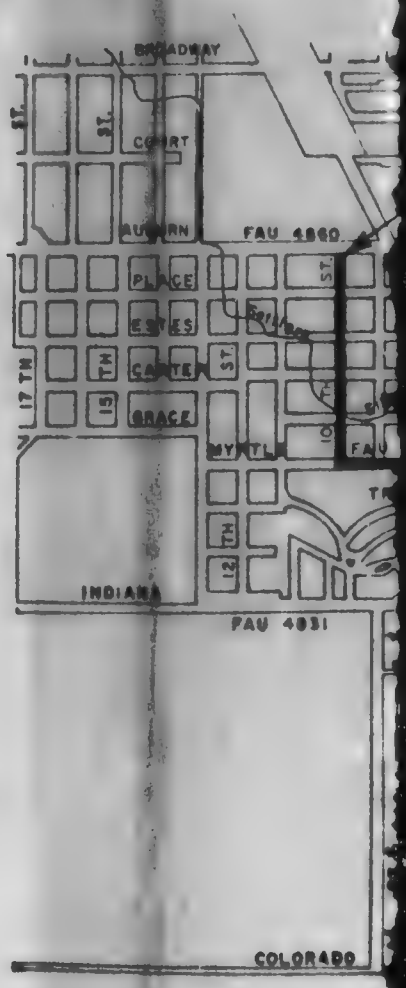
PAVIN

AUBURN AVE.-BAKER / U

FAU 4841 (WEST S

BAKER C

JUNE, 1



BAKER

APPROVED
CITY OF Baker
BY MAYOR
BY RECORDER
DATE July 12, 1977
by City Council Motion

T. 9 S., R.40

SKETC

Scale

Overall Length of Project 0.7 Mile

AUBURN AVE. – BAKER / UNITY HWY. (BAKER) SEC. FAU 4841 (West Side Truck Route) BAKER COUNTY				SHEET No. 1
FED. ROAD Dr. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TE OF OREGON
GHWAY DIVISION

FOR PROPOSED PROJECT

PAVING

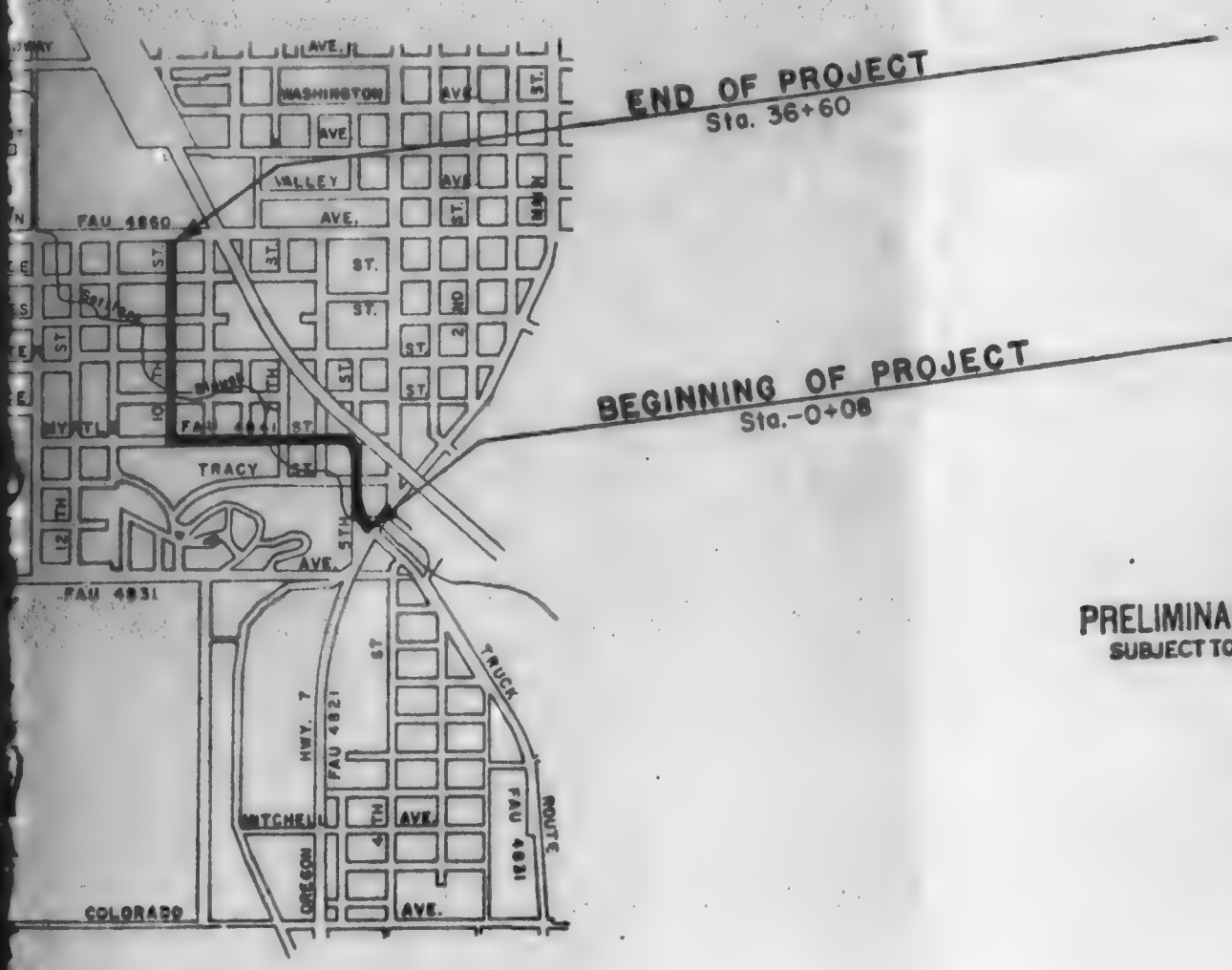
KER / UNITY HWY. (BAKER) SEC.

(WEST SIDE TRUCK ROUTE)

BAKER COUNTY

JUNE, 1977

PRELIMINARY COPY
JUL 05 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT



T. 9 S., R. 40 E., Sec. 20

SKETCH MAP

Scale 0 — 800 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4378 OREGON OCT. 20, 1969 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4662 OF OREGON MAY 23, 1969 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

Section Auburn Ave-Baker-Unity Hwy (Baker) Programming Estimate $ 75,000

Highway FAU 4841 (West Side Truck Route) (01) Project Length 0.70 mile

8579

County Baker Completion Time

Kind of Work Paving

Prefix 301-1946- FA Project No. M-TQM-4841(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP DATE: 7/12/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 3
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Roger Laing FROM: HR

COMMENTS:

Please forward to County for their info.

FORM 01-734-2100 (REV. 9-76) SP°38562-734

Contract Amount $ 65,260 —

$

$ 65,260 —

Contingencies (4-1/2%) 2,936 70

Engineering (10 %) . . . . . 6,526 —

Credit for SUBTOTAL $

Estimated Net Authorization, Construction . . . . . $ 74,722 70

APPROVED

Road Design Engineer

4 12' 12' 4 Pave

5,000 - match for $75,000

6' on each side - Paving

$20-22,000 more

Under over $30,000 Fed Funds

GIFFORD

Section Auburn Ave-Baker/Unity Hwy (Baker) Programming Estimate $ 75,000 (101)

Highway FAU 4841 (West Side Truck Route) Project Length 0.70 mile

County Baker Completion Time

Kind of Work Paving

Prefix 301-1946- FA Project No. M-TQM-4841(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 65,260 —
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$
	SUBTOTAL	$ 65,260 —
Contingencies (4-1/2%)		2,936 70
Engineering (10 %)		6,526 —
Credit for		$
Estimated Net Authorization, Construction		$ 74,722 70

APPROVED

Road Design Engineer

GIFFORD

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Auburn Ave.- Over Unity Hwy (Baker) County Baker

Kind Of Work Paving Length Name Stein

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	5.15	4,30
	Temporary Protection and Direction of Traffic		1	All	1,50	1,50
	Flagmen		Hr	120	17-	2,04
	ROADWORK					
	1"-0 Aggregate Base		Ton	1200	5 50	6,60
	Class "C" Asphalt Concrete Mixture		Ton	2400	15 00	36,00
	Asphalt Cement in Mixture		Ton	156	95-	14,82
				(65, 260#)		

8579

8

June 1, 1977

City of Baker
City Hall
Baker, OR 97814

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6117

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Auburn Avenue-Baker/Unity Highway (Baker) Section of 10th Street, Myrtle Avenue and 5th Street in Baker County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8579 U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

5-10-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-TQM-4841(1)

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70447

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-10-77	FAU 4841	City Street

GENERAL LOCATION:

"Auburn Ave. - Baker -Unity Hwy. (Baker) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION TEC not to exceed $5,000 - FF $3,910.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 3, 1977, letter, I concur that the above project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8579

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 3, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Highway Engineer

SUBJECT Project Data Submission
Item No. 70447
Project No. M-TQM-4841(1)
Auburn Ave.-Baker/Unity Hwy. (Baker) Section
Baker County

Enclosed is data for the subject jointly financed project. This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $5,000 with an obligation of $3,910 in Urban System Federal Funds.

CL:eb
cc: W. E. Schwartz (Region 5)
G. Zehner

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 3, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME		
		City St. 5th St. 10th St. Myrtle Ave. (Baker) 65			400	650	97	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	
	P.E. HT. Pave								M-TQM-	4841 (1)	
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				CO (114)
	Urban System & Transition Quarter						Baker				60
	NAME OF URBAN AREA 17-31				ROUTE NO.	FEDERAL-AID	STATE (32)			U.S.	
	Baker				U	4841	City St.			-	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					**PE**		M(W32)	0.70	5,000	3,910	545	545 (city)
5					**ROW**		"Auburn Ave. - Baker-Unity Hwy. (Baker) Section"					
5					**CONST** (CODE) 6202		TQM (124) M (W32)	0.13 0.57	13,476 56,524	10,538 44,200	1,469 6,162	1,469 (city) 6,162 (city)
CARD 1	CODE 1	PREPARED BY C. L.					PROJECT TOTALS	0.70	75,000	58,648	8,176	8,176 (city)
1	14	PROGRAM APPROVAL DATES							(16) (23)(24) (33)		REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

May 3, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. 5th St. 10th St. Myrtle Ave. (Baker)	ADT	400	650	97	10	Oregon	41	W32 124	70447

K (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								M-TQM-	4841 (1)			

rban System & Transition Quarter

COUNTY NAME: Baker — CODE: 001

aker

ROUTE NO. U | FEDERAL-AID: 4841 | STATE: City St. | U.S.: - | PROGRAM STAGE: ___ 1 OR ___ 2

K PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
		M(W32)	0.70	5,000	3,910	545	545 (city)	
V								
		"Auburn Ave. - Baker-Unity Hwy. (Baker) Section"						
ST		TQM (124)	0.13	13,476	10,538	1,469	1,469 (city)	ROW - 66'min. Access Control-none Parking Restrictions-None
		M (W32)	0.57	56,524	44,200	6,162	6,162 (city)	
	C. L.	PROJECT TOTALS	0.70	75,000	58,648	8,176	8,176 (city)	

L DATES — REMARKS

USCOMM DUSCOMM-DC 48905-P61

Auburn Ave.-Baker/Unity Hwy (Baker) Section
Project No. M-TQM-4841(1)

Existing Facility: 20 foot gravel surface with unimproved shoulders.

Adjacent Sections:

N. End -- Jct. with Auburn Ave. which is a 23 foot bituminous surfaced roadway.
S.E. End -- Jct. with Baker/Unity Hwy. which is a 20 foot bituminous surface with 4' shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases
(2) Construct 24 foot asphalt concrete surface and 4-foot gravel shoulders and incidental work common to this type of project. City Forces will construct lime stabilized base.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of Paragraph 10e.

FHPM 4-2-1 (IM50-1-70) Requirements:

(a) State Clearinghouse -- Exempt from A-95 review under working agreement.
(b) District 13 Clearinghouse -- It is our contention that this a quasi-clearinghouse for if it were fully operational or representive of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Note: (1) This project is in Congress

(2) Preliminary engineering wil city of Baker forces with r by State forces.

(3) This project is jointly fin System funds and Transition which the Transition Quarte

ker/Unity Hwy (Baker) Section
No. M-TOM-4841(1)

ity: 20 foot gravel surface with unimproved shoulders.

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M50-1-70) Requirements:

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f other public work involved activities of concern to the clearinghouse
gencies, as the project will not result in an alteration of land use or
raffic flow patterns that would require a significant change in planning
mpleted or underway.

Note: (1) This project is in Congressional District No. 2.

(2) Preliminary engineering will be performed by city of Baker forces with review and contracting by State forces.

(3) This project is jointly financed utilizing Urban System funds and Transition Quarter funds of which the Transition Quarter funds is firm.

8579

8

DATE: April 11, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the April 19 meeting will be three requests for approval of Urban System projects.

The City of Baker is requesting a $73,000 project to widen and improve the West Side Truck Route.

A $75,000 preliminary engineering project to prepare final plans for widening and improving Front Street is being requested by the City of Salem.

Multnomah County's request is for a $100,000 project to seal the expansion joints and resurface the west approaches to the Broadway Bridge.

It is proposed that $86,000 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the Multnomah County project with the County providing all of the $14,000 match funds. Federal Urban System funds for the other two projects is estimated at $127,280 with the State providing approximately $10,360 in match funds and a like amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreement for and on your behalf.

Att.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
W. J. Hart, Region 1
John Sheldrake, Region 2
W. E. Schwartz
D. N. Harwell
George Bell
Max Klotz

CITY OF BAKER
Proposed Urban System Project

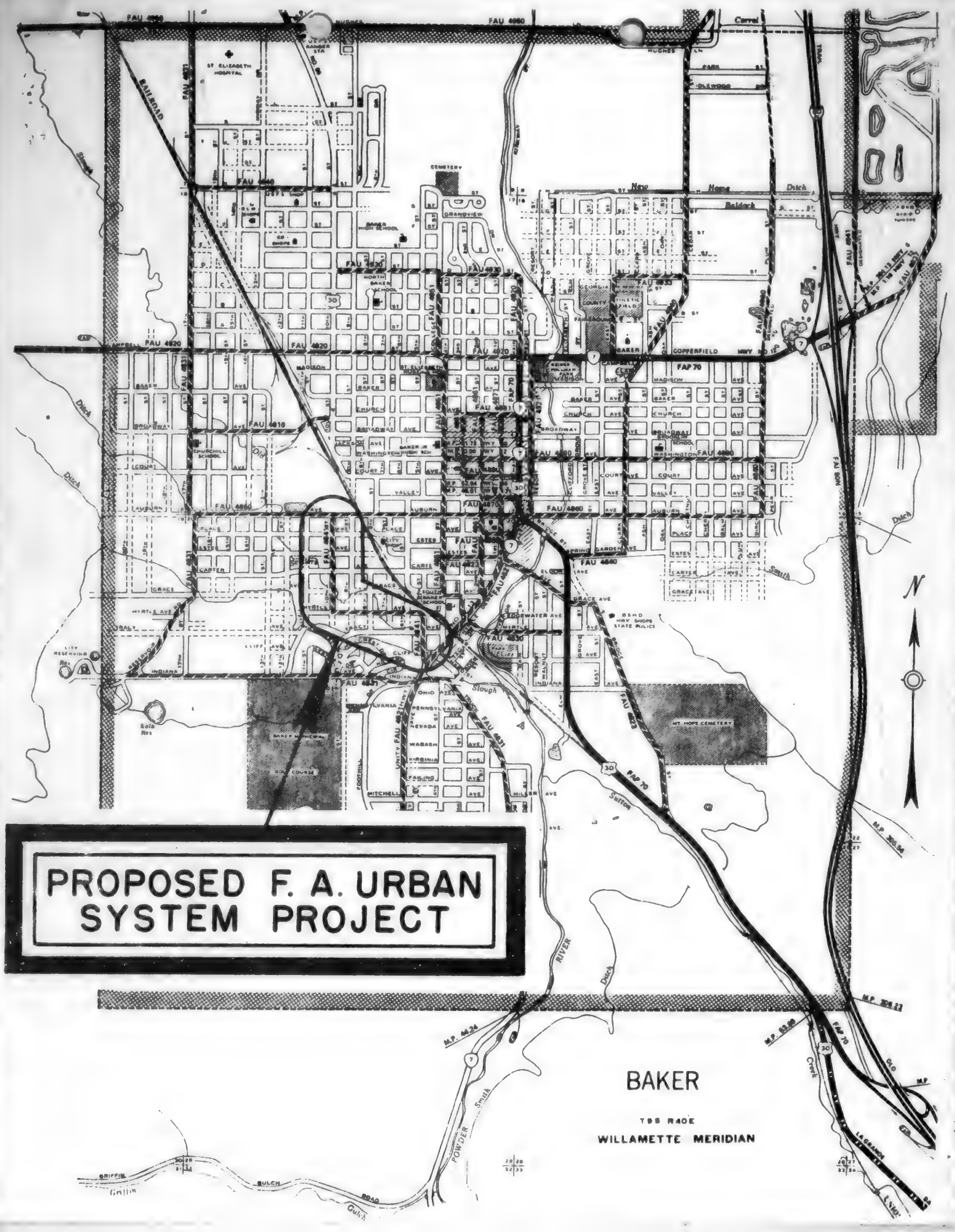
Auburn Avenue-Baker-Unity Highway (Baker) Section
10th Street, Myrtle Avenue and 5th Street, FAU 4841
Pave
0.70 mile
$73,000

This project consists of widening and improving the west side truck route by placing asphaltic concrete surfacing and constructing aggregate shoulders on a lime stabilized base prepared by the city.

City will perform the preliminary engineering and state will provide construction engineering.

77-c
4/7/77

PROPOSED F. A. URBAN SYSTEM PROJECT



8579

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Baker/Unity Highway-Auburn Avenue Date March 4, 19 77

Highway FAUS Route 4841 Authorization No. 1

County City of Baker, County of Baker Survey Prefix 301-1946 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Baker/Unity Highway to Auburn Avenue, FAUS Route 4841, portions of 5th Street, Myrtle Street and 10th Street.

Purpose of survey:

To monitor City's preparation of plans, specifications and estimate of cost.

Print final plans, specifications for bid letting.

Estimate of cost:

Field	901	500
Plans	905	500
Soils	910	500
Proj. Mgt	920	100
Specifications	921	400

M-TQM-4841(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: Roger C. Lang
Regional Federal Aid Engineer

Recommended for Approval: Warren B. Hamm
Regional Engineer

Recommended for Approval: Maurice E. Holmes
Location Engineer

Approved: E. J. Lunter
Deputy
Assistant State Highway Engineer

SP*23604-734

COMM ADOPTED 19 APR 77

OFFICE ENGINEERING SECTION
P. E. APPR. 5-10-77
FED. AID FAUS

NOTED
MANNOR C. HOLMES

8579

FAUS
Baker

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 4, 1977

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

S A L E M

SUBJECT: Proposed Project
Baker Unity Highway-Auburn Ave.
Section
5th St., Myrtle Ave. and
10th St.
FAU 4841
City of Baker

Attached is the application, environmental assessment and copy of Resolution No. 2443 as received from the City of Baker concerning the above subject project. Also attached is a copy of a letter showing the city conducted a hearing on February 22, 1977 to receive comment for or against the proposed project. On the basis of 2.7 per cent of front footage opposed the project, the city now wishes to proceed with the project.

The project application and estimate of cost has been reviewed and appears to be in order. Cost estimates were based on past projects in this area and also on information supplied by contractors in the area.

The city will lime stabilize the existing gravels as shown on the typical section. Conversations with Clarence Gregg indicate an A.D.T. and log truck traffic will dictate a C.B.E. of 25½ inches. A recommended typical section of 10 inches lime stabilization with 6 inches of B A.C. (immediate) and 1½ inches of B A.C. (future) was not accepted by the city. The city proposes 10 inches of lime stabilization, 4 inches of B A.C. (immediate) and 2 inches of B A.C. (future). The basis for this is that the city feels the lime stabilization should be on the ratio of 1"=1.5" rather than the 1"=1" standard credit. Samples of the material to be stabilized should confirm the proper credit during the design stage of the project.

The city has requested to perform the necessary preliminary engineering to prepare plans, specifications and estimate of costs. The Region affirms the city has the necessary expertise to perform the function and recommends your approval. An Authority for Survey showing the anticipated costs to monitor these activities is attached.

The environmental assessment has been reviewed and amended as necessary by the Region Environmentalist.

The project is shown on the priority list prepared by the city and county in December, 1974.

Please take the necessary steps to initiate programming of this project.

RCL/dlm
Attachments

cc: George Hiatt

Verne Allen w/ attach.
Joe Schlieski w/ attach.
Harlin Gerlach w/ attach.
Verne Moore w/ attach.

NOTED
MINOR C. HOLMES

Info	
Investigate	
R/D	
X Action	
File	
Letter	
Time	

MAR 7 77

PROJECT MANAGEMENT

8579

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

February 25, 1977

RE ☐ RCE ☐ RBE ☐ RME ☐

ROE ☐ FEB 28 1977

RDE ☐ RECEIVED REGIONAL OFFICE

Mr. R. C. Lang
Regional Federal Aid Engineer
P.O. Box 850
LaGrande, Oregon 97850

Re: Application for FAU Truck Route

Dear Mr. Lang:

Please find enclosed the application for construction of the West Side Truck Route. A public hearing was held February 22, 1977, to hear any comments for or against the proposed project. Only 2.7% of the front footage were opposed to the project; therefore resolution no. 2444, calling for the construction of the project and; resolution no. 2443 calling for construction using FAU funds were unanimously approved by the City Council.

The proposed project would consist of reinforcing and widening the existing base and paving 24 feet wide with 6' foot graveled shoulders.

The city will adjust city owned utilities at the city's expense, notify and coordinate the adjustment of private utilities that are in conflict with the project.

If you have any questions, please contact Jim Adamson.

Sincerely,

George O. Hiatt

George O. Hiatt
City Manager

GOH:clp
cc: Jim Adamson

Enc. Applications
Project Assessments
Resolution #2443

8579

FEDERAL AID PROJECT REQUEST

Date February 23, 1977

Applicant Agency City of Baker
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. 4841 Route Name West Side Truck Route
Project Name FAU West Side Truck Route Baker/Unity Hwy - Auburn Bdr. Sec.

Project Length 3672 Feet Project Location (Attach sketch map)
Project Description Project will consist of placing 4" of Asphaltic Concrete surface and 6 feet of 1"-0 graveled shoulders on lime stabilized base furnished by the City.

Average Daily Traffic 400 (Estimated) Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Ft. Travel Lanes 2 Shoulders Unimproved
Medians None Parking Unimproved
Sidewalks None
Remarks Right-of-way varies from 66 feet to 70 feet

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 feet Travel Lanes two (2) 12 ft. Shoulders 4 ft. graveled
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway None
Remarks Sidewalk/Bike path not justified because of low usage.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70 ft. Minimum 66 ft. Maximum 70 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No No

3. Will additional right-of-way be needed? Yes ____ No No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type N/A
Phases N/A
Type of Suspension N/A
Interconnected N/A
Remarks

3. Permanent Signing:

Include in project or by applicant?
No additional signing will be required, will be adjusted as required by applicant.

4. Permanent Striping:

Include in project or by applicant?
None Required.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

250 Watt Mercury Vapor & 2500 Watt Incandescent Luminares located at intersections

2. Proposed Illumination:

Location Intersections
Type No Change

Remarks To be adjusted as required by owner

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type N/A
Approach Roadway Width N/A Shoulder Width N/A
Length N/A Width N/A
To remain in place? N/A

2. Proposed Structure:

Location No

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad N/A
   Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager Office
2. Environmental — City Manager Office
3. Public Hearing — City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State S Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes X No_____

If "yes," describe briefly: The City will adjust sewer manholes, signs and street lights as required, and lime stabilized base as shown on typical section.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 70,000.00
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other_____	-0-
Preliminary engineering	3,032.00
PROJECT TOTAL	$ 73,032.00

Remarks Request funding at 78% - 11% & 11%

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Baker and/or Baker COUNTY

By [signature] MAYOR

By_____

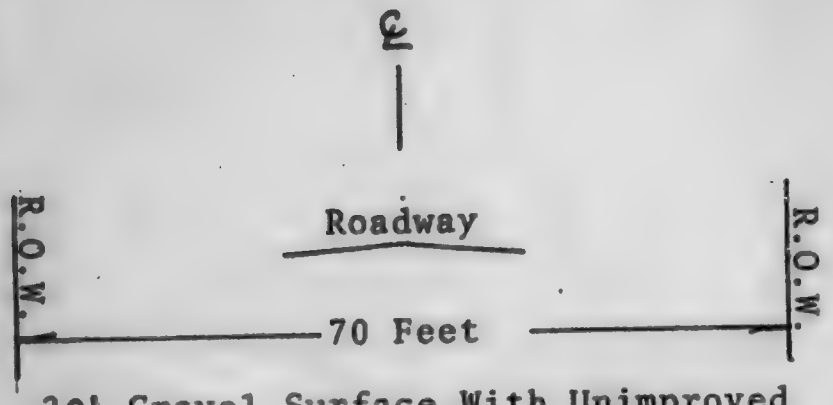
By [signature] COUNTY JUDGE

By_____

By_____

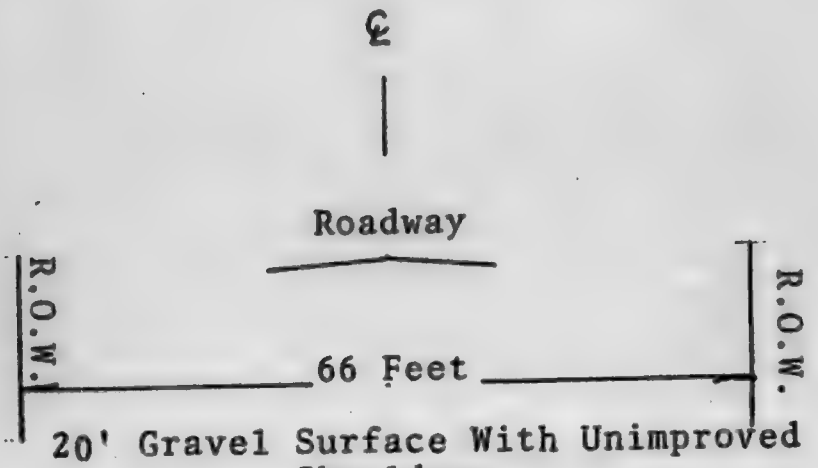
EXISTING TYPICALS

10th STREET & MYRTLE STREET



20' Gravel Surface With Unimproved Shoulders

5th STREET



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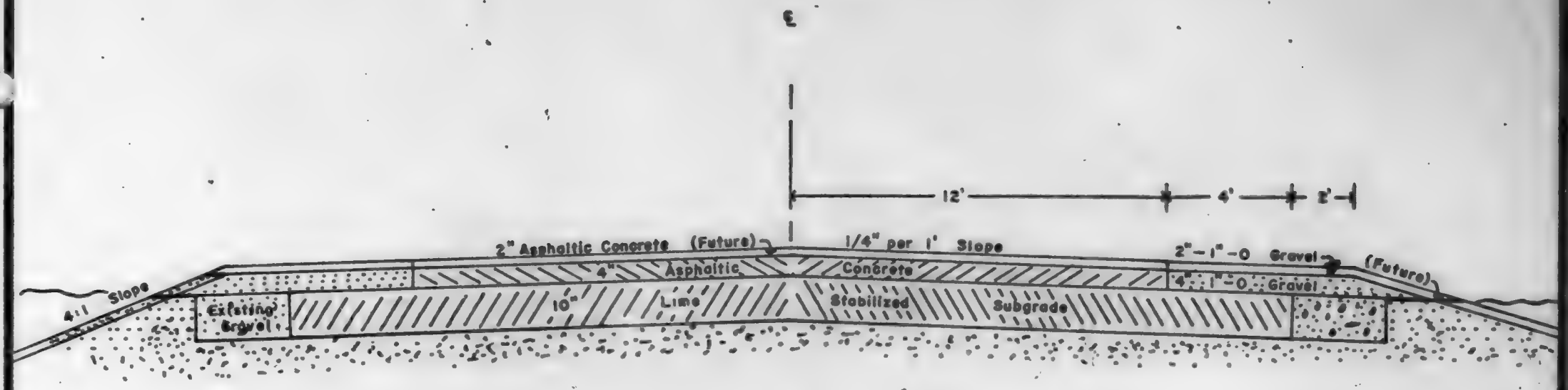

CITY OF BAKER

ENGINEERING DEPARTMENT

BAKER, OREGON

TYPICAL SECTION
F.A.U. 4841

DES.	DATE Mar., 1977	
DR. J.W.	SCALE Horz. 1"=5' Vert. 1"=3'	SHEET 1 OF 1
CK.		

LEITZ CO. TOPFLIGHT 1039

RESOLUTION NO. 2443

A RESOLUTION AUTHORIZING THE CITY COUNCIL TO ENTER INTO A CONTRACT WITH THE STATE HIGHWAY COMMISSION CONCERNING THE IMPROVING OF THE WESTSIDE TRUCK ROUTE: ON 10TH STREET BETWEEN AUBURN AVENUE AND MYRTLE STREET; ON MYRTLE STREET BETWEEN 10TH STREET AND 5TH STREET; ON 5TH STREET BETWEEN MYRTLE STREET AND CLIFF STREET; TRUCK ROUTE BETWEEN CLIFF STREET AND HIGHWAY #7.

WHEREAS, the Federal Government, through its Department of Transportation and Federal Highway Administration has established a program of federal aid to the states known as the "Urban System Program", and,

WHEREAS, the State of Oregon has made certain of these federal funds available to the City of Baker, for the project of improving the Westside Truck Route: On 10th Street between Auburn Avenue and Myrtle Street; on Myrtle Street between 10th and 5th Street; on 5th Street between Myrtle Street and Cliff Street; Truck Route between Cliff Street and Highway No. 7, and,

WHEREAS, the Westside Truck Route is a portion of the Urban System network under the jurisdiction and control of the City of Baker and has been designated Federal Aid Urban System Route 4841 and the City of Baker is desirous of undertaking such a street improvement project;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Baker, Oregon that the City enter into an agreement with the State of Oregon, by and through its State Highway Commission, providing for federal and state aid in the project of improving the Westside Truck Route, and that Mayor R. E. McNeil be authorized to execute said contract in the name of the City of Baker.

PASSED by the Council of the City of Baker, Oregon this 22nd day of February, 1977.

APPROVED by the Mayor of the City of Baker, Oregon,

1977

IMPROVING OF THE WESTSIDE TRUCK ROUTE: ON 10TH STREET BETWEEN AUBURN AVENUE AND MYRTLE STREET; ON MYRTLE STREET BETWEEN 10TH STREET AND 5TH STREET; ON 5TH STREET BETWEEN MYRTLE STREET AND CLIFF STREET; TRUCK ROUTE BETWEEN CLIFF STREET AND HIGHWAY #7.

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PASSED by the Council of the City of Baker, Oregon this 22nd day of February, 1977.

APPROVED by the Mayor of the City of Baker, Oregon, this 22nd day of February, 1977.

APPROVED: R E McNeil
MAYOR

ATTEST:

Merl B. Campbell

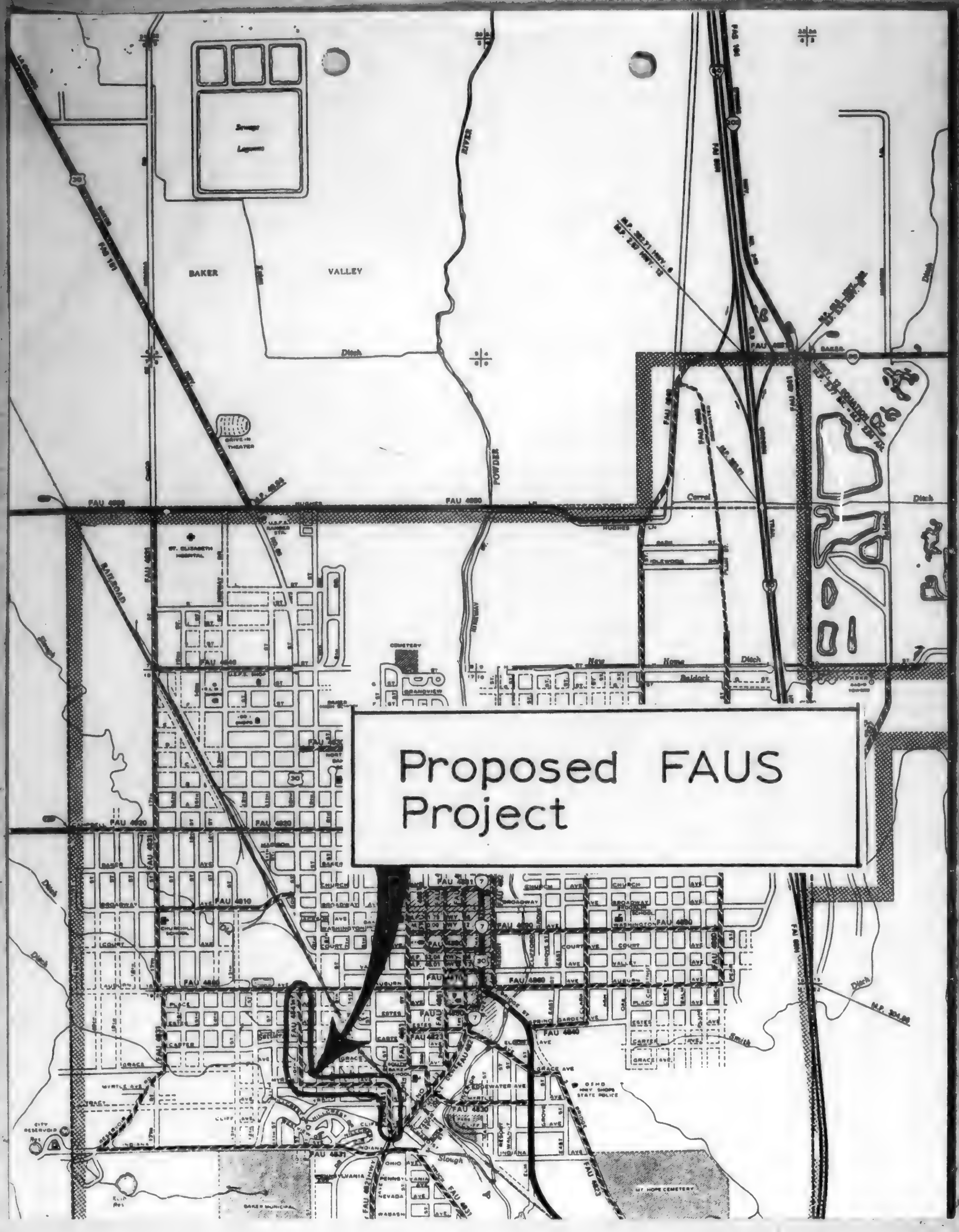
City Recorder

PROPOSED F. A. URBAN SYSTEM PROJECT

BAKER

T 9 S R 40 E

WILLAMETTE MERIDIAN


BAKER
VALLEY
Ditch
POWDER
RIVER
FAU 4020
HUGHES
Canal
Ditch
RAILROAD
Slough
Proposed FAUS
Project

8579

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 23, 1977

Section Truck Route 4841 — Unit (if appl) _____

County Baker — City Baker

Highway _____ — State Hwy. No. _____

Termini: M.P.(if appl) _____ — Length 3672

Region 5 — Construction Estimate 73,032 Program Amount

B. Purpose of Project: To widen and pave the west side truck route, thus the logging trucks can effectively utilize it as a truck route. The proposed project will connect two portions of the truck route which are already paved and will move the logging truck traffic from the south industiral area to the west side industrial area.

C. Origin & History of Project:

The priority of this project was set by the county court and city council in December, 1974.

D. General Description of Project:

The project will consist of placing 3672 L.F. of 4" asphaltic concrete suface 24 feet wide and 6 foot gravel shoulders.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. ____ ; Parking ____

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 4 ; Parking 0

Traffic: Existing Facility: Existing ADT 400 est. ; Projected ADT 550 ; Yr. 1995

Existing Level of Service _____

Proposed Facility: Projected ADT 600 ; Yr. 1997

Projected Level of Service _____

Right of Way: Additional anticipated NO (Yes, No); if yes, give approx. No. Parcels N/A

Acres N/A; Type of Relocation Req. N/A; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials to be obtained from existing sources or commercial suppliers.

Type of Structure(s):

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project:

Top priority as established by Baker City Council

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

The general traffic plan for the City of Baker was formulated after consideration of a number of options. The present FAU system and boundary was established in compliance with the 1973 Highway Act. The improvements of the West Side Truck Route is a part of that plan.

Other Descriptive Information or Comments:

This route is presently identified as truck route by City. Average no. of log trucks is 60-75 per day.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in a predominatly residential area of Baker (population 9450). The neighborhood is build on the relatively level Powder River flood plain at an elevation of about 3440 feet msl. The climate of Baker is semi-arid; average annual percipitation is 8.67 inches, most of which occurs during the winter months. The average snowfall is about 35 inches. The nearby sage and bunchgrass covered hill promote rapid run-off of water originating from snow melt or summer thunder showers. Vegetation is representative of many neighborhoods, i.e. a variety of shrubs and occasional cottonwood trees.

2. Cultural:

Fifth, Myrtle and Tenth Streets are principally made up of low-middle income housing, and a few truck repair shops. The existing streets are unimproved. Utility adjustments will be minimal. Air quality should not be effected by the proposed project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way required

2. Estimated Impact on Traffic Patterns:

Compelted project may generate some addtional traffic, but will not amount to any significant consequence since ADT for 1995 is projected for 750 ADT.

Consequences--Air Quality, Noise, Safety, etc.:

Additional traffic would raise nosie levels. However, noise increases would not likely be perceptible.

3. Estimated Impact on Land Use:

No significant changes

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant adverse effects have been identified.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

Additional traffic may raise noise levels, but not to a degree where it would be readily perceptible.

Consequences:

No serious consequences.

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans N/A

b. Noise Standards N/A

c. Water Quality Standards N/A

d. Area Land Use and Transportation Plans, and Zoning N/A

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

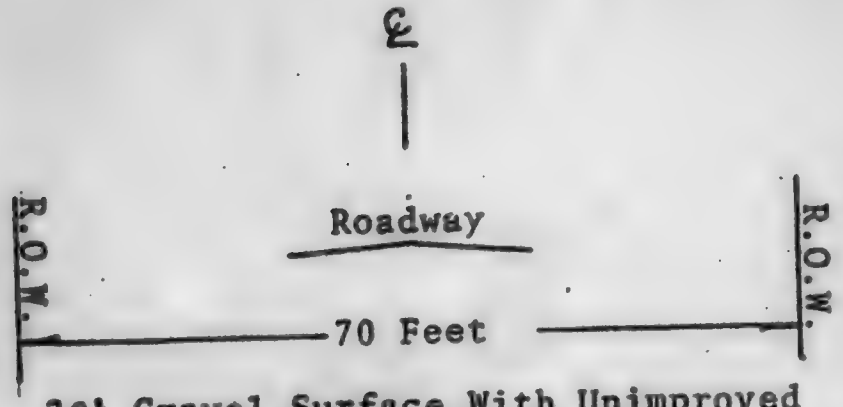
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

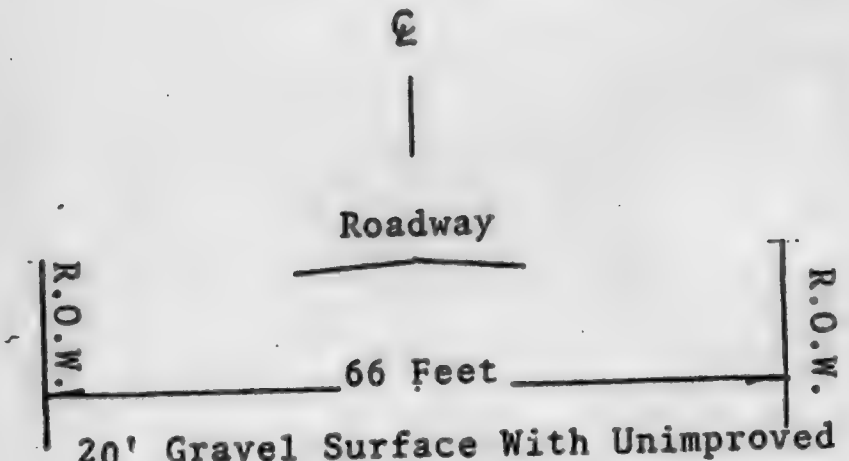
EXISTING TYPICALS

10th STREET & MYRTLE STREET

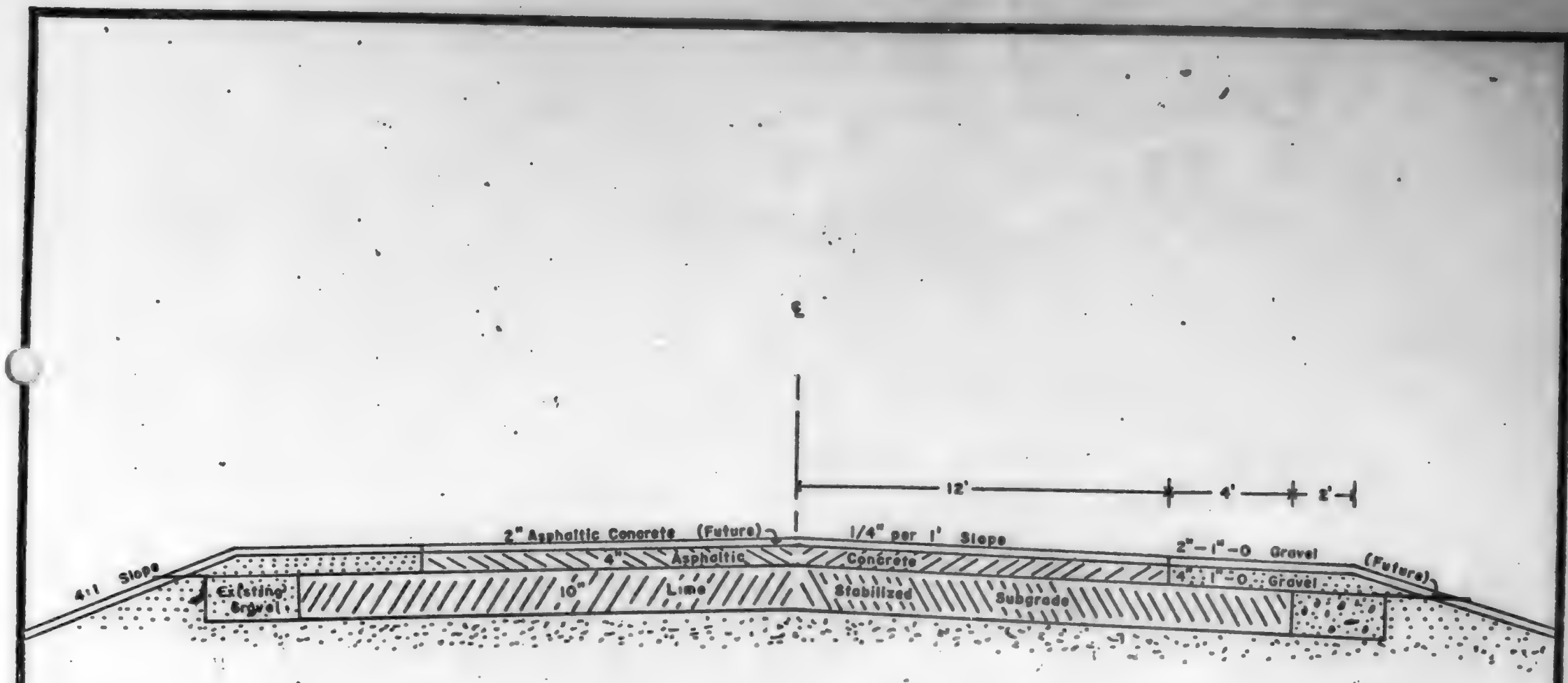


20' Gravel Surface With Unimproved Shoulders

5th STREET



20' Gravel Surface With Unimproved Shoulders



CITY OF BAKER

ENGINEERING DEPARTMENT

BAKER, OREGON

TYPICAL SECTION
F.A.U 4841

DES.	DATE Mar., 1977	
DR. J.W.		
CK.	SCALE Horz. 1"=5' Vert. 1"=3'	SHEET 1 OF 1

LEITZ CO. TOPFLIGHT 1030

8580 Clackamas Highway at Fred Meyer Access SE of Milwaukie (Traffic signal installation) 1977

C+Q 6013 5-12-77

8580

ROBERT W. STRAUB

Oregon State Highway Division

August 15, 1978

Citizens Bank of Oregon
Main Office
P.O. Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.

The $1,500.00 security deposit released on Contract 8580 is being applied to Contract 8680 per your letter of August 8, 1978.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

FILED
C. W. HEAD

8580

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

AUGUST 2, 1978

Citizens ~~Bank~~ of Oregon
Main Office
P.O. Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.
Contract 8580

Gentlemen:

This project has been finalled. The $1,500.00 security deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Hamilton Electric, Inc.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

8580

8

July 28, 1978

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On July 26, we wrote to you concerning release of final payment on Contract No. 8580 awarded to Hamilton Electric, Inc., for a traffic signal installation on the Clackamas Highway at Fred Meyer Access (M.P. 6.20) in Clackamas County.

The total contract amount is $38,047.01 including $487.65 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkm

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

C. T. Keasey
Walt Hart
Ed Hardt

8580

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

JUNE 1, 1978

Citizens Bank of Oregon
Main Office
P.O. Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.
Contract 8580

Retainage requirements on this project have been reduced to $500.00. There presently is $1,500.00 deposited in lieu of retainage. $1,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

8580

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 25, 1978

Citizens Bank of Oregon
Main Office
P.O. Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.

Gentlemen:

The $1,500.00 released on Contract 8477 is being applied to Contract 8580 per your letter of May 22, 1978.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cy

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

8580

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Clackamas Hwy at Fred Meyer Access		WEEK ENDING: May 20 ,1978
		SECTION PREFIX: 003-8216
HIGHWAY: Clackamas Hwy M.P. 6.20		COUNTY: Clackamas
NAME OF JOB: Clackamas Hwy.@ Fred Meyer Access	KIND OF WORK: Signal Installation	
CONTRACTOR: Hamilton Electric,Inc.	CONTRACT NUMBER: 8580	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 26,1977	DATE WORK STARTED: March 7 , ,1978	ESTIMATED COMPLETION DATE: April 13, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 200
PROJECT AUTHORIZATION: $ 47,157.97	SPECIFIED COMPLETION DATE: April 13,1978	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 43,039.37	ENGINEERING AUTHORIZATION $ 4,118.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 41,565.20	ENGINEERING COST TO DATE $ 4,300	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 104%	DATE PROJECT WAS COMPLETED: April 13, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Heavy Showers	0		
TUESDAY	Overcast	0		
WEDNESDAY	Overcast	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

Kaseay Richards
Berg
Inloes
Gebauer
Christ

RECEIVED
MAY 22 1978
CONSTRUCTION
BRANCH

This Will be the final report for this job.
All work has been completed by the contractor and the Semi Final is nearing completion.

BEN G[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
May 14 SUNDAY	No activity
May 15 MONDAY	No activity
May 16 TUESDAY	No activity
May 17 WEDNESDAY	No activity
May 18 THURSDAY	No activity
May 19 FRIDAY	No activity
May 20 SATURDAY	No activity

REMARKS

Summary: The contractor has completed his work and the Semi Final is nearing Completion.

Anticipated Next Week :

SIGNED by William R Hoffman LOCATION Portland

W.E. Hoffman

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8580

9

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 1, 1978

FILE: CON 5 #8580

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Order for Extra Work No. 1
Clackamas Hwy. at Fred Meyer Access
Contract No. 8580

TO: H. S. Coulter
State Highway Engineer

The subject project involves a signal installation which is, by agreement, being paid for by Fred Meyer, Inc. During the course of the work there was a loss of communication between the Region Traffic Engineer and the Resident Engineer which resulted in an error in the layout of the signal detector loops. The loops were installed before the error was discovered and new loops had to be installed at a cost of $884.10.

It is recommended that this cost not be charged to Fred Meyer, Inc. but rather be charged to State Construction funds.

Please forward a copy of your approval to the Accounting Section so that an account can be established for this item.

The Order for Extra Work No. 1 (a copy of which is attached) has been processed in the normal manner by this office since the contractor must be paid in any event.

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
DATE: 5/4/78

5-4-78
cy Jackmond
Skoog
Church

OBJ:fr

Att.

cc: V. E. Skoog
Robert Church

RECEIVED
STATE HWY ENGR
MAY - 4 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 41-724-8806

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Clackamas Hwy. at Fred Meyer Access — Date: April 18, 19 78

Highway: Clackamas — Contract No.: 8580

County: Clackamas — Prefix: 3-826-900

Contractor: Hamilton Electric, Inc. — F. A. Project No.: State

Address: 232 W. 5th Ave., Eugene OR 97401 — Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate and install loop detectors to the satisfaction of the Region Traffic Engineer.

Location by station numbers: Project: Left turn to Hwy West bound.

Estimate of quantities and cost:

Lump Sum (breakdown attached) $884.10

Labor 300.00
Equip. 36.60
Mat'l 97.50
Sam Groom 450.00
884.10

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Loops were installed as staked under a Lump Sum bid item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 47,157.97
Present estimate of project costs, including $ 884.10 for work under this order	$ 47,157.97
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: W.E. Hoffman, Resident Engineer — Approval ~~Recommended~~: L.S. Hamilton, For: Construction Engineer or Bridge Engineer

Approval Recommended: Marion Craft, Regional Engineer — Approved: O.B. Jackson, Construction Engineer

4-26-78

SP*79804-734

8580

May 12, 1977

Mr. Steven R. Pearson
Project Engineer
Fred Meyer Properties, Inc.
3800 S.E. 22nd Avenue
P. O. Box 42121
Portland, OR 97242

MISC. CONTRACTS and AGREEMENTS No. 6013

Dear Mr. Pearson:

Attached for your files is a fully executed copy of an agreement concerning traffic signals and channelization to improve access to the new Fred Meyer Distribution Center on the Clackamas Highway in Clackamas County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8581 Roseburg Pavement Marking 1977
Project on city streets in
Roseburg (Pavement marking)

STATE COPY

#8581

GOVERNMENT PRINTING OFFICE: 1978 — 732-628

2

1-14-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-14-80	Thomas P. Lowe, Area Engineer	PMS-000S(55)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-31-78	10-19-78	97 %	75 work days

APPROVED EXTENSIONS	LOCATION
None	City of Roseburg

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROSEBURG PAVEMENT MARKING
CITY STREETS
Pavement Marking

This project provided for either hot or cold type of plastic pavement markings throughout the City. The contractor elected to use the hot type thermoplastic.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR

1-23 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE: Original Signed by G. K. HOSSNER G. K. Hossner	
TITLE: Area Engineer	DATE: 1-19-80	TITLE: Field Operations Engineer	DATE: 1-19-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

October 24, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 23, 1978, we wrote to you concerning release of final payment on Contract No. 8581 awarded to Traffic Services, Inc., for the Roseburg Pavement Marking Project in Douglas County.

Final payment on this contract is $5,824.04 and the total contract amount is $116,442.85. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Traffic Services, Inc.
Box 11675
Spokane, WA 99211

bc C. T. Keasey
Walt Hart
Alfred Shirley

8581 10-4-78

ROSEBURG PAVEMENT MARKING

Roseburg

City Streets
PMS 000S (55)
Contractor: Traffic Service Inc.

Contract 8581
Prefix 310-073
Douglas County

NARRATIVE

This project consisted of the placement of thermoplastic pavement markings (legends, stop bars & crosswalks) throughout all the arterial streets in the City of Roseburg. Approximately 27,050 sq. ft. was placed on 188 intersections.

The project started on May 8, 1978 and was completed Aug. 31, 1978.

The contract called for either prefabricated, cold tape or hot laid liquid with the stipulation that whatever type was chosen it would be used throughout the project. The contractor, Traffic Service, Inc. from Spokane, Wa. elected to use catatherm, a hot laid liquid product made by Cataphote Corp. in Mississippi.

Cataphote Corp. had agreed to have a trained field rep. work with the contractor to help him become familiar with Cataphote's product and equipment which was to be used.

This was done the first day with the Catatherm hand applicator used (see picture) but progress was slow. Only stop bars and x-walks were done that 1st. day, and the machine worked satisfactory. Wet weather, however, prevented the contractor from placing hot plastic again until Fri., May 12 and by this time the cataphote field rep. had departed from the job (never to return).

When the contractor then attemped to again place hot plastic with the hand applicator he experienced much difficulty. He could not keep the applicator going in a straight line and the infra red burner would not work properly allowing the material to cool so it would not extrude properly. He finally gave up after several nours. Since the specs allowed the material to be placed by either extension or gravity method the contractor elected to try a homemade drag box (see picture) in which the material was deposited by a bucket immediately from the catatherm aqitator-preheater. The contractor used a straight edge board for line control and variety of different width drag boxes to complete the project. I believe this metod, even though it is much slower, does give a straighter, neater line or edge to the markings. The contractor never again tried to use the catatherm hand applicator except brief on some arrows with the same result.

The contractor placed the primer with a paint spray gun and compressor. This worked quite well. He had previously tried to use a garden sprayer and paint roller which both produced unsatisfactory results. He experienced trouble with the primer destroying hose connections and nozzles on the garden sprayer. The paint compressor was also used to augment the hand broom in cleaning the voids in the surface of the pavement.

Temperature of the thermoplastic material proved to be critical. It was found that heating in excess of 450° for a sustained period of time tended to make the material more brittle and yellow. The best temperature range seemed to be in the 380° to 410° range.

Cataphote supplied the contractor thermoplastic material both in the block (50#) and granulated (50# sacks) form. There were no appreciable difference other than the granulated material could be applied in temperature range 360° to 390° and seemed to cool to a hard finish a little faster than the block material which required a temperature of 380-410°. Obviously the granulated material required less melting time for the contractor.

Versteeg
Christensen
George
Olsen
Terpin
Sullivan Copy
Scott
Anderson
Trout

RECEIVED
OCT 0 4 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

The contractor worked a day shift only from May 8 to June 19, but heavy traffic was delaying his operation considerably, He began a night shift only of 9:00 P.M. to 5:30 A.M. June 20 and continued with that until completion of project. Traffic control by contractor worked very satisfactory for night shift and of course production was greatly increased by by decreased traffic. Contractor, with City of Roseburg concurrence, closed off downtown intersections (only one at a time) and this too worked very well with no traffic problems. It also eliminated the joint laps in the x-walks, which no matter how good they were made wer always noticeable.

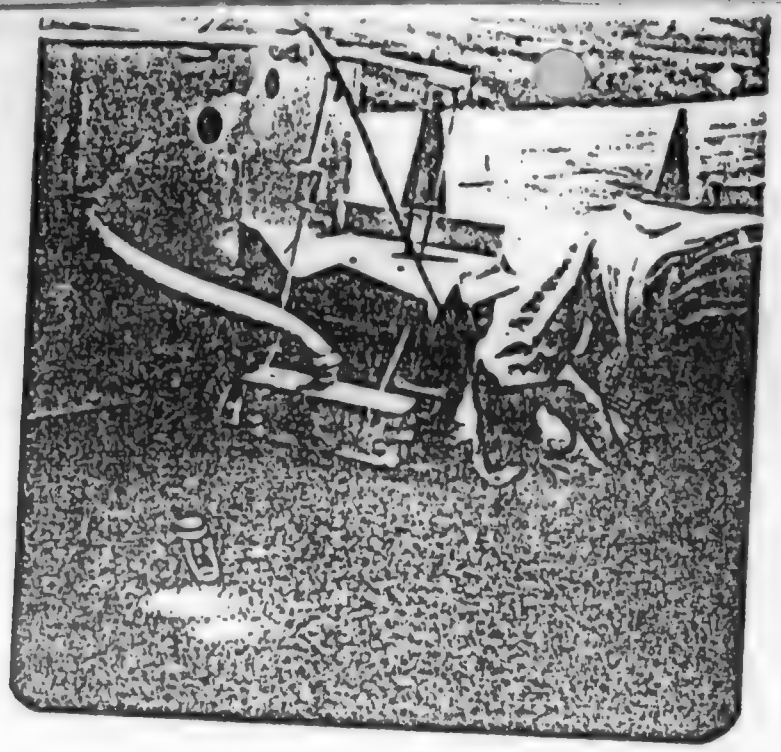
The contractor used several different methods of existing paint removal. He began by using a hydra-blaster (water and sand) but later switched to straight sand. The straight sand was easier to control before damage to the pavement occured. The hydroblast method was much more critical in controlling pavement damage. The contractor was also allowed to use a grinder for paint removal in the areas where the new legend or marking would exactly cover the old paint. The bulk of the removal was done by straight sand blasting and grinding.

The contractor used approx. 57,000 pounds (including waste & rejection) of thermoplastic There was no planned or estimated quantity of thermoplastic given in the Special Provisons. However using the maximun thickness of 3/16 in. for the 27,052 sq. ft. placed at rate of (50# block = 3' long x 1' wide x 2" deep) 1.5625# sq. ft. would have been 42,270 #. The over run in material was caused basically by the rough texture in the pavement surface. The contractor ran out of thermoplastic July 23 and due to supply demands on the supplier was unable to get more material until Aug. 3. There is no price adjustment due the contractor, however, and he did complete the project within the allotted work days.

General Comments; The apperance of the hot laid thermoplastic takes on a gray, dull look within 2 to 3 days. It almost like a dirty appearance. This is apparantly characteristic of all hot laid plastic as other engineers around the state all experienced the same thing. T reflectivity of the materil still remains very bright, however, particulary at night.

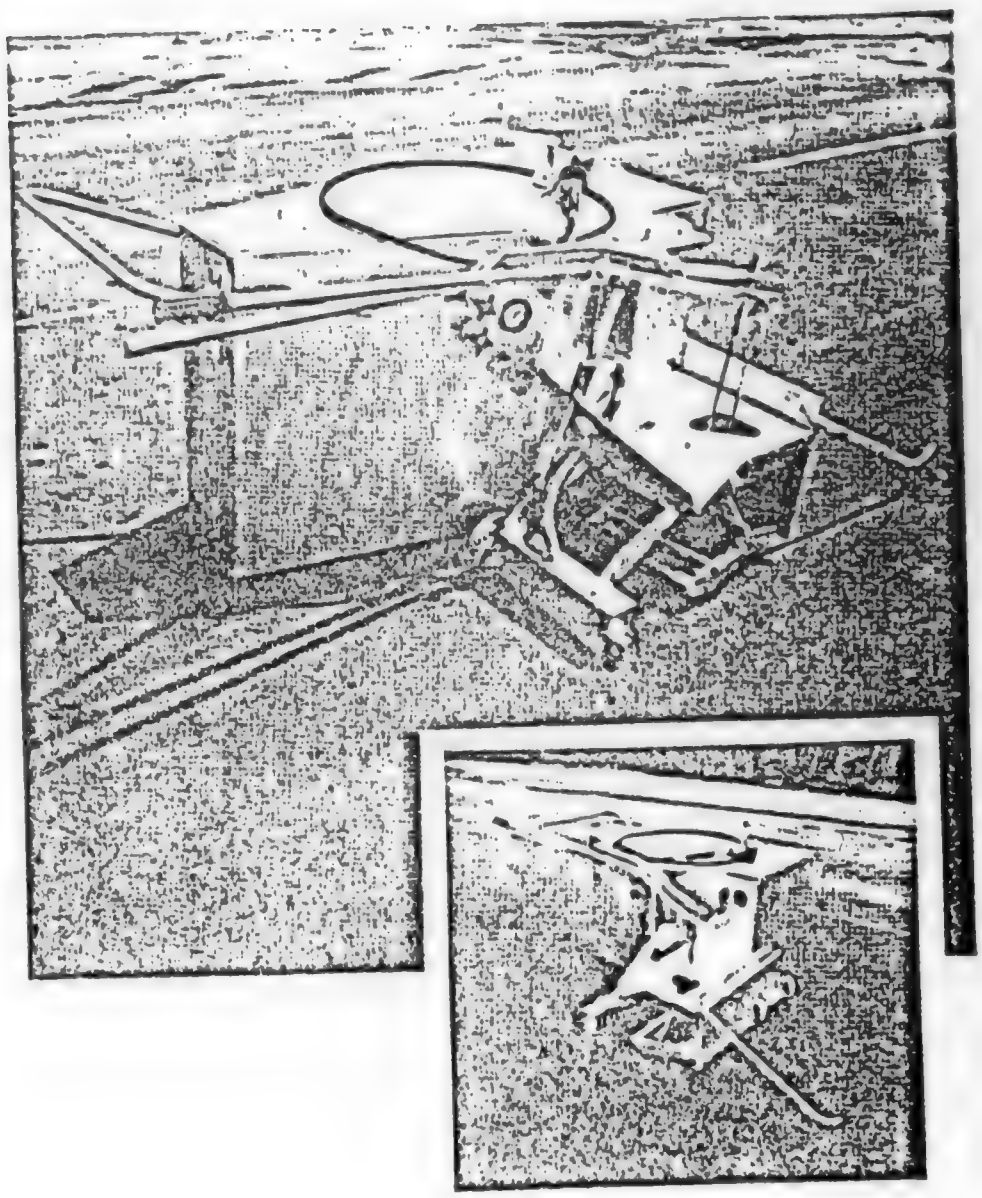
It also appears that placing this material on asphalt that is too fat (creeping, etc.) is a waste of money and time. The thermoplastic material, in time disappears into the A.C. or the A.C. creeps over the plastic, distorting and covering it.

M. S. Harris



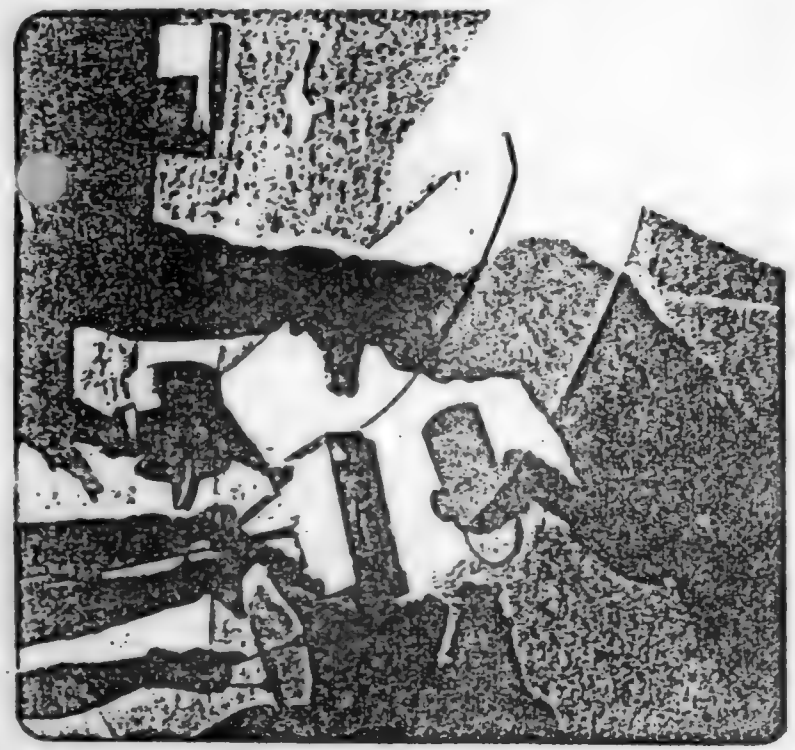
CATATHERM HAND APPLICATOR

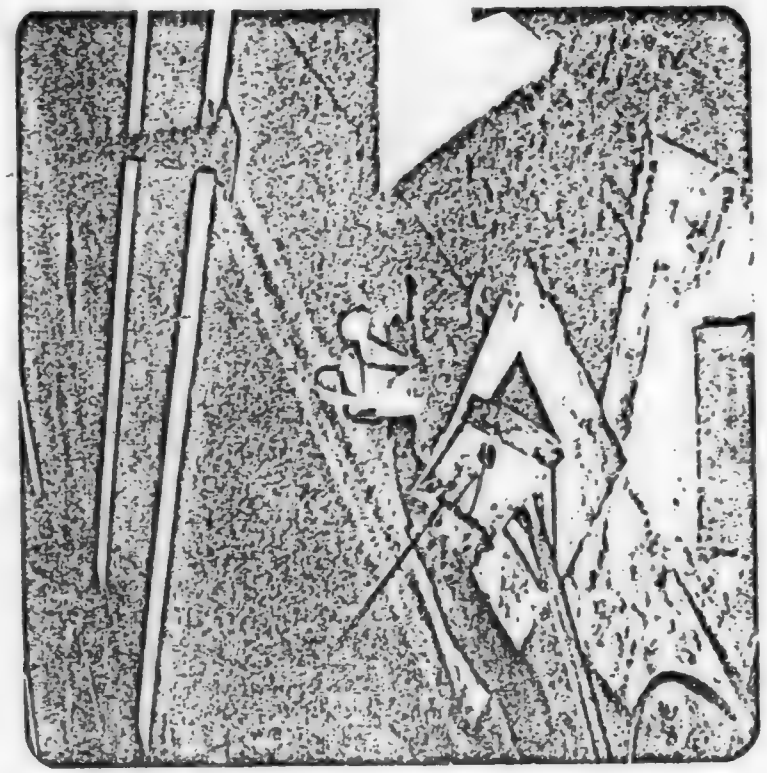
A manually-operated device for applying thermoplastic in confined or restricted areas — especially useful for small runs in which an automatic device is not practical. Its 12.8-gallon melting pot holds 192 pounds of molten material; a manually-operated mixing paddle keeps the plastic from segregating or scorching. Twin levers control the spigot and the die and bead dispenser. When the direct drive wheel is in contact with the pavement, beads are released from the bead hopper (their flow can be manually adjusted). The machine uses a five-gallon propane tank and regulator to fuel the burner under the melting pot. An infra-red burner over the extension die maintains the proper installation temperature during application. Overall dimensions: 60" x 36½" x 38½". Weight, uncrated and empty: 350 pounds.



THERMOPLASTIC MELTER

The melter is designed to be either skid mounted (on a flatbed truck) or trailer mounted. It is





Roseburg Pavement Marking
City Streets Douglas County
Contractor: Traffic Service Inc.

Contract 8581
Prefix 310-1073
PMS 000S (55)

STATEMENT OF OVERRUNS & UNDERRUNS

Contract Authorization

Contract Amount	$123,120.00
Miscellaneous Items	0
Contingencies	5,540.00
Engineering	11,080.80
Deductions	

EXPLANATION OF OVERRUNS & UNDERRUNS

Item # & Item	Contract Quantity	Final Quantity	Overruns + Underruns -
1. Moblization	Lump Sum	100%	----
2. Temporary Protection & Direction of Traffic	Lump Sum	100%	----
3. Temporay Signs	250 Sq Ft	284.5 Sq Ft	+14%
Additional signs ("Slow" &"Street Closed") were necessary, and authorized by the Engineer.			
4. Flagman	1,000 Hrs	254 Hrs	-75%
Used less Flagman Hrs due to two reasons: 1.worked from Sunday nights thru Friday mornings 9:00 P.M. to 5:30 P.M., light traffic. 2. Closed off downtown intersections with signs & barricades (per approval of city)			
5. Thermoplastic Pavement Arrows	311 Ea	294 Ea	-15%
Arrows were not placed at Stephens from Diamond Lake Blvd south side to north side Stephens @ Washington including North side Pine @ Washington due to construction. Arrows eliminated on Walnut @ Garden Valley due to confussion if placed before street widening. Confussing or incorrect arrows eliminated where needed.			
6. Thermoplastic Pavement "Only'S"	56 Ea	60 Ea	+7%
7. Thermoplatic Pavement "Stop'S"	4 Ea	5 Ea	+25%
Overlooked from origanal plans which had one less at Stewart Parkway @ Mullholland & Airport			
8. Thermoplastic Pavement "R/R'S"	30 Ea	29 Ea	-0.3%
9. 12-inch Thermoplastic Pavement line	16,810 Lin Ft	18,486.9	+ 10%
Stop bars for R/R'S not listed on original plans which was added later under Price Agreement Number 2 (2,256.8 lin ft of 12" Thermoplastic line.)			

Price Agreements & No.

1. Substitution of Water Cleaning Instead of Conventional (Deleted)	---	---	---
2. Thermoplastic Line Each Side of X-ing Legends (Document Increase Bid Item # 9	---	---	---
3. Price Reduction for non-spec Thermoplastic Arrows	-$223.85	-$223.85	0
Authorization not back form Salem			

8581

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Roseburg Pavement M Markings		WEEK ENDING: Sept 2, 1978
		SECTION PREFIX: 310-1073
HIGHWAY: City Streets		COUNTY: Douglas
NAME OF JOB: Roseburg Pavement Marking	KIND OF WORK: Thermoplatic Marking of Legends	
CONTRACTOR: Traffic Service Inc	CONTRACT NUMBER: 8581	FEDERAL AID PROJECT NUMBER: PMS 0008 (55)
DATE OF CONTRACT: Aug 30, 1977	DATE WORK STARTED: 5/8/78	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS: 75	WORK DAYS USED: 73
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $139,741.20	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97
EXCLUSIVE OF ENGINEERING: $128,660.40	ENGINEERING AUTHORIZATION: $11,080.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $119,210.00	This week 560 ENGINEERING COST TO DATE: $13,381	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 121 %	DATE PROJECT WAS COMPLETED: 8/31/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Pavement Markings 100%
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT						
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)						
TOTAL QUANTITIES CORRECTED TO DATE						
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK: 1 spraygun, 1 cathatherm heater, 4 drag boxes, 1 flatbed truck & 1 service pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 28	Clear	1		
TUESDAY 29	"	1		
WEDNESDAY 30	Cloudy	1		
THURSDAY 31	Clear	1		Project complete 2nd Notification submitted
FRIDAY	"	0		
SATURDAY				

RECEIVED
SEP 5 1978
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Contractor completed 5 "Only'S & 3 Arrows
MONDAY	" " 5 ONLY'S & 16 Arrows.
TUESDAY	No activity by the contractor
WEDNESDAY	Contr doing cleanup work
THURSDAY	Contr doing cleanup work Contract work completed 2nd Notification submitted.
FRIDAY	
SATURDAY	

REMARKS

Contractor working night shift 9:00 P.M. til Friday 5:30 A.M. no day shift

RECEIVED
SEP 5 1978
CONSTRUCTION
BRANCH

SIGNED M. L. Harris LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8581

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
10-37	FEDERAL-AID PROJECT AGREEMENT	County Douglas
	10-17-77	Project No. PMS-000S (55)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Citywide, Roseburg

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-7-77	
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 141,741	$ 141,741

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.J. Hunter

Technical Services Engineer
(Title)

By H.J. Crumbo

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator OCT 17 1977

Form FR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, October 12, 1977

Federal-aid Project
No. PMS-000S(55)

ROSEBURG PAVEMENT MARKING PROJECT
CITY STREETS
DOUGLAS COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y103
Pavement Marking (Roseburg City Streets)

Mobilization	All Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	250 sq.ft.	4.00	1,000.00
Flagmen	1,000 hour	14.00	14,000.00
Thermoplastic Pavement Arrows	311 only	90.00	27,990.00
Thermoplastic Pavement "ONLY"s	56 only	120.00	6,720.00
Thermoplastic Pavement "STOP"s	4 only	120.00	480.00
Thermoplastic Pavement "RXR"s	30 only	250.00	7,500.00
12-inch Thermoplastic Pavement Line	16,810 lin.ft.	3.00	50,430.00
	Subtotal		$123,120.00
	Engineering		16,621.00
	Total		$139,741.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000	$ 2,000
Pavement Markings	139,741	139,741
Totals	$141,741	$141,741

Group 1 - 100%

Contract No. 8581

Prefix: 310-1073
Prefix: 310-1963

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Commission Services

DATE: September 30, 1977

FROM: Jack L. Solis
Assistant Attorney General

SUBJECT: Award of Contract #8581

As I understand the problem on the awarding of this contract, the corporation that prequalified for bidding and who bid and to whom the contract was awarded was Traffic Services, Inc., a Washington corporation. When they applied for registration with the Oregon Corporation Commissioner, it was found that their name could not be used in Oregon.

I have discussed this matter with other members of the Attorney General's staff and have found that the corporation commissioner can authorize them to do business in Oregon under another name. Mr. Quinn of Traffic Services, Inc., indicated that they would straighten the matter out with the corporation commissioner and would be doing business in Oregon under the name Pacemaker Industries, Inc. The contract will still be awarded to Traffic Services, Inc., but the name they will be utilizing, while working in Oregon, will be Pacemaker Industries, Inc.

It is alright at this time to send them a fully executed copy of the contract, however, they will not be allowed to commence work in Oregon until such time as they have straightened out the registration matter with the corporation commissioner.

JLS:sb;hg

(Traffic Services Inc. dbe in Oregon as Pacemaker Industries, Inc.

filed 9-30-77

NOTED
C. W. HEAD

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: September 28, 1977
11:30 a.m.

FROM: Fran Neavoll

SUBJECT: Contract No. 8581
Roseburg Pavement Marking
Project, Douglas County

This date Traffic Services, Inc., advised that they could not become registered with the State Corporation Commissioner in the name of Traffic Services, Inc.

He asked for further instructions.

I called Jack Sollis and Sollis suggested that the contractor's attorney contact him. I passed this information on to Traffic Services.

The contract had been fully signed just prior to the contractor's phone call.

4:45 p.m.
Sollis called
& said he
will send us
a memo regarding it.
He talked with T. Services
Fran

NOTED
C. W. HEAD

fkn

81-125-1387

#8581

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: August 26, 1977

FROM: C. W. Head
Commission Services

SUBJECT: Contract No. 8581

I received a telephone call this afternoon from Mike Quinn of Traffic Services, Inc. of Spokane, Washington, concerning their low bid on the Roseburg Pavement Marking Project on which bids were received August 25.

Mr. Quinn mentioned that they would like to withdraw their bid because of an error in two items having to do with the delay in receiving material and the preparing and laying down of the markers.

I connected Carroll Keasey (in absence of Coulter and Hunter) in on the conversation and we informed Mr. Quinn if they wanted to send in a letter to outline their reasons for withdrawal that it should be directed to E. S. Hunter, Technical Services Engineer.

August 31, 1977

Mr. Quinn telephoned today stating that they have reviewed their bid on this project and they have decided to accept the job.

I notified Keasey of Quinn's phone call just prior to the 9 a.m. meeting on the new collective bargaining contracts.

CWH:fkn

cc E. S. Hunter
C. T. Keasey
David Moehring Attn: Gerry Wimer
Guy Cornforth

81-125-1387

8581 8-3-77 8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO. MS-000S(55)

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70596

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '77
Give to Mathais
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Various	City Streets

GENERAL LOCATION:

"Roseburg Pavement Marking Demonstration Project"

GENERAL DESCRIPTION OF WORK:

Pavement Markings (Code Y103-Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $191,304-Federal Funds.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8581

Roseburg Versteeg

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

April 25, 1977

Mr. Donald A. Bentz
Director of Public Works
City of Roseburg
900 S.E. Douglas Ave.
Roseburg, OR 97470

Dear Mr. Bentz:

This will acknowledge your letter of April 20, 1977, requesting a status report on your Title II Section 205 project for plastic pavement marking material.

The Federal Highway Administration approved the preliminary engineering phase of 4/7/77 in the amount of $500. The Region Office had earlier submitted an Authority for Survey for preparation of the title sheet. We have now amended the Authority for Survey to provide for our Salem Design Section to prepare contract plans.

As soon as this is accomplished, the normal Federal Highway Administration approval will be for the construction phase. Then, the project can be advertised, etc.

When plans are available, you will be asked to review them.

REFERRED TO
Board — Reed
Cole — Semple
Eriksen — Watson
Yeager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
J.H. Versteeg
Jack McCormick
L.E. George

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 26 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

Telephone 503/672-7701

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

April 20, 1977

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Clark:

We would appreciate knowing the status of the striping and marking project submitted to your office December 6, 1976.

Any information you are aware of will be appreciated.
Thank you.

Yours very truly,

Donald A. Bentz

Donald A. Bentz
Director of Public Works

DAB:dw

8581

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-7-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
PMS-000S(55)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70596

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-7-77	Various	City streets

GENERAL LOCATION:

"Roseburg Pavement Marking Demonstration Project"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $500.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-24-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Rulien's 3-24-77 letter, you are authorized to proceed with the work as shownabove.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-77	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2

8582 Warm Springs Agency Sec. of 197
Warm Spgs. Hwy. ● Warm Springs
(Grading & paving)

C-a 6202 9-19-77/6-27-78/7-10-78

8582

8

July 10, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8582 awarded to Osburn & Davis Construction Co. for work on the Warm Springs Agency Section of the Warm Springs Highway in Jefferson County was completed on April 19, 1978, and accepted by the State Highway Engineer on July 5, 1978.

Final payment in the amount of $1,000 will be released to the contractor after July 17, 1978. The total contract amount is $176,051.41 including $4,115.79 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Osburn & Davis Construction Co.
P. O. Box 22
Madras, OR 97741

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

#8582

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1978

MISC. CONTRACTS and AGREEMENTS No. 6202

misc C+A 6202
approved by HSC
6/29/78

M.L. Carter, Contracting Officer
Bureau of Indian Affairs
Portland Area Office
P.O. Box 3785
Portland, OR 97208

RE: Roads, Warm Springs
1203-03, WSIR 3 (22)

Dear Ms. Carter:

Returned herewith, per your request, are two fully-executed copies of the Supplemental Agreement covering additional work on Bureau of Indian Affairs Route No. 3 at the Warm Springs Agency.

One fully-executed copy has been retained for the Oregon Transportation Commission files.

Very truly yours,

Gerald Wimer
Local Government Manager

MCH:cw
Attachments

cc: C.W. Head, w/att
Dale D. Allen, Region 4

Distributed
7-10-78
MCH

7-12-78
Noted on Coordinating Req. with auth. report - Entered in agree. book

NOTED
C. W. HEAD

8582

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 27, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Supplemental Agreement
Warm Springs Agency Section
Warm Springs Highway, No. 53
Bureau of Indian Affairs

Presented herewith for your approval are four signed copies of a Supplemental Agreement prepared by the Bureau of Indian Affairs. The Bureau is requesting that States' contractor install 821 lin. ft. of chain link fence and 380 lin. ft. of 6-inch perforated pipe.

The BIA has agreed to pay all costs of that portion of the project lying outside the highway right-of-way. This supplement increases the amount of the original estimate from $70,000 to $80,133. A copy of the original agreement is attached for your reference.

Please sign all four copies of the Supplement Agreement and return to the Office of Project Management for distribution to interested parties.

MCH:dmc
Att.

PROJECT MANAGEMENT
PME LGE CCE FAE OM OPE
JUN 30 1978
TAA File: PM FA LG OP

RECEIVED
STATE HWY ENGR
JUN 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig cpy att.
to Proj Mgt

81-128-1307

8582

8

June 23, 1978

Osburn & Davis Construction Company
12255 S.E. 282nd Avenue
Boring, OR 97009

Gentlemen:

Time Extension Request
Warm Springs Agency Section
Contract No. 8582

Your request for an increase in the number of calendar days in which to complete the above project has been carefully reviewed and a time extension of 24 calendar days is hereby granted. One day is granted for weather conditions which made the roadway unsafe for the traveling public and hence stopped operations on that day. The remaining 23 days are granted to complete work occasioned under Extra Work Order No. 1 and Extra Work Order No. 2. No time has been granted for the work done under Price Agreement No. 1, the installation of chain link fence, nor for the broken telephone cable which had been previously marked and located by the Telephone Company. We note in examining the progress on this project that no crushed rock was placed until November 17, some three days after the expiration of the original contract time.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Dale Allen
Robert Church
Richard Hacek
W. W. Robertson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8582

Salem, Oregon
June 29, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Warm Springs Agency Section
Contract No. 8582

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, Osburn and Davis Construction Company, Incorporated, has requested an increase of 40 calendar days in which to complete work under this project. Pertinent contract time data is as follows:

Contract awarded	August 29, 1977
Time count started	September 12, 1977
Work started	September 12, 1977
Time authorized	60 calendar days
Time used	109 calendar days

The contractor claims a 26 days due to rain and snow. A review of the records indicates that during the contract time period from September 12 to November 13, 1977, there were 10 days of rain or showers on the project. This is not deemed to be abnormal for this time of the year and hence no time should be granted for this reason. However, there was one day, October 6, 1977, during which mud was being tracked onto the roadway which created hazard to the travelling public. This condition forced the contractor to cease operations and it is recommended that one day be allowed the contractor for this condition which was beyond his control.

The contractor claims the additional 14 days due to extra work; delays associated with damage caused by breaking an unmarked Warm Springs Agency water line, and for delays due to the damage and subsequent repair of a buried telephone cable.

Order for Extra Work No. 1 called for the construction of a ditch and berm to contain roadside runoff water. Order for Extra Work No. 2 called for the installation of some 6" perforated drain pipe. These orders were pursued somewhat concurrently and had a significant effect on the time required to complete the project. Work for these orders required 23 days which included the time required to repair the damage done by the broken water main which was indeed unmarked. These items did substantially delay work under the contract and 23 days of contract time should be returned to the contractor. Price Agreement No. 1 called for the installation of some chain link fence at the top of a cut slope. This work was carried on independently of the contract work and had no bearing on the time required for the completion of the project. No time should be granted for this reason.

In summary, it is recommended that one calendar day be granted for weather conditions beyond the control of the contractor and 23 calendar days be granted for added work for a total time extension of 24 calendar days. This will leave 25 calendar days of liquidated damages in effect.

This is a State project. A rough draft response to the contractor is attached.

OBJ:fr

Att.

cc: Robert Church
Dale Allen
W. W. Robertson

RECEIVED
STATE HWY ENGR
JUN 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

...9328 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 9, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .....60.... days to .....100.... days, within which to complete our Contract No. .....8582....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) 26 Contract days of Rain and Snow.
(2) Change orders creating extra work.
(1) 10-21-77 to 4-19-78
(2) 10-18-77 to 4-17-78
(3) Unmarked and Unknown water lines crossing hwy. 26. One line was broken flooding our grading operation for several days.
(4) The chain link fence we installed for the protection of the public, dated Oct. 10, 1977, with final acceptance of material, dated January 9, 1978.
(5) Broken telephone cable cut on Force Account work hold up for 8 days.

Respectfully submitted,

Osburn and Davis Construction Co., Inc.
Contractor

By Ray M. Davis Pres.

CONSENT OF SURETY

Date May 15, 1978

We, UNITED PACIFIC INSURANCE COMPANY

700 NE Multnomah, Suite 600, Portland, OR 97232, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8582 Contractor Coburn & Davis Const. Co.

Highway Warm Springs

Section Warm Springs Agency

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Twenty-four (24) calendar days granted, one of which is due to weather conditions making the roadway unsafe to the traveling public; the remaining 23 days are granted for performing work required under Extra Work Orders No. 1 and No. 2, together with the repair of damage occasioned by the broken water main.

Recommended for Approval:

Robert E. Pond
Regional Engineer

O. B. Jackmond
Construction Engineer or ~~Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No. 8582

Project designation State
State-Federal

Date awarded August 29, 1977

Work started September 12, 1977

Per cent completed 100% April 19, 1978
Date

No. of Calendar Workdays Allowed 60

No. of Calendar Workdays Used 109

No. of Added Calendar Workdays Requested 49

BP*67869-724

8582

PROJECT MANAGEMENT OFFICE MEMO

Date 6/15/78

Subject Agreement with BIA re Constr. on Warm Springs Hwy. File No.

Received (call) (visit) from

Address

Made ~~(call)~~ (visit) to Mainor Phone

Reason for contact and general discussion: We recommend that the Secretary type in the "Recommend Approval-Region Engineer" on each copy and send to Dale Allen for his signature

Strange
6-19-78 Discussed w/Rod He's agreeable. Please change & send to him for signing & forward to Dale for proper signature

cc R. Pool Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) Mainor
Circulate: PME LGE OPE FAE CCE OM ~~Other~~

IN REPLY REFER TO:

Roads
Warm Springs
1203-03
WSIR 3(22)

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
PORTLAND AREA OFFICE
POST OFFICE BOX 3785
PORTLAND, OREGON 97208

JUN 13 1978

Mr. G. W. Wimer, Local Government Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer:

Reference is made to Construction-Finance Agreement Cooperative Project, approved September 13, 1977, which concerns the improvement of the Warm Springs Highway, State Primary Highway No. 53, at its intersection with Bureau of Indian Affairs Route No. 3, at the Warm Springs Agency. Attached find four signed copies of a Supplemental Agreement to cover additional work required during construction. If this meets with your approval, please return two fully executed copies to this office.

Your cooperation in this regard is most appreicated.

Sincerely yours,

M S Carter

Contracting Officer

Attachments

To: Bob Poole
Region 4
Please Sign and return all four copies of the Supplemental agreement and return to us.
6/14/78 Bob Prange

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 14 1978
File: PM FA LG OP
TAA Holmes

Region should confirm need to modify orig agreement

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5/28/78	No activity - project completed.
MONDAY 5/29/78	
TUESDAY 5/30/78	Received extra work order bills from contractor.
WEDNESDAY 5/31/78	
THURSDAY 6/1/78	Semi-final submitted to Region.
FRIDAY 6/2/78	
SATURDAY 6/3/78	

REMARKS

This week: Completed semi-final estimate.
Semi-final submitted to Region Thursday, 6/1/78.

THIS IS FINAL WEEKLY REPORT ON THIS PROJECT.

SIGNED W. W. Robertson STATION Bend, OR 97701
W. W. Robertson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

858.2

IN REPLY REFER TO:
Roads
Warm Springs
1203-03
WSIR 3(22)

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
PORTLAND AREA OFFICE
POST OFFICE BOX 3785
PORTLAND, OREGON 97208

May 24, 1978

Mr. G. W. Wimer
Local Government Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer:

Reference is made to Construction-Finance Agreement Cooperative Project, approved September 13, 1977, which concerns the improvement of the Warm Springs Highway, State Primary Highway No. 53, at its intersection with Bureau of Indian Affairs Route No. 3, at the Warm Springs Agency. This is to advise that the Bureau of Indian Affairs recommends final acceptance of all contract work pertaining to the BIA portion of this cooperative agreement.

Your cooperation in this regard is most appreciated.

Sincerely yours,

Contracting Officer

cc CT Kealey
Dale Allen
5/26
Accounting (Highway)
5/26

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ CFE ☐
MAY 25 1978
TAA Holmes File: ✓ PM FA
Hildebrandt LG OP
Follow up w/ final accounting
41R

#8582

September 19, 1977

Bureau of Indian Affairs
1425 N. E. Irving Street
Portland, OR 97232

MISC. CONTRACTS and AGREEMENTS No. 6202

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Warm Springs Agency Section of the Warm Springs Highway in Jefferson County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. conf. att.)

IN REPLY REFER TO:

Roads
Warm Springs

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
PORTLAND AREA OFFICE
POST OFFICE BOX 3785
PORTLAND, OREGON 97208

August 10, 1977

Mr. John Holcomb
Department of Transportation
Highway Division, Region 4
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Holcomb:

Enclosed find three blue-bound copies of Construction-Finance Agreement, properly signed, for your further handling. The original draft furnished with your July 22, 1977, letter was reviewed by our legal department. Revisions were made and discussed with Mr. Frank Terpin, who concurred on the changes.

We further recommend the placing of a fence on the left right-of-way line of "K" line as required.

Please furnish a copy each of the above agreement, plans and specifications to Mr. G. L. Green, Division Administrator, Federal Highway Administration P. O. Box 300, Salem, Oregon for review and approval.

Sincerely yours,

Remo Minato

Remo Minato
Acting Area Road Engineer

Enclosures

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 11, 1977

FROM: G. W. Wimer
Local Government Engineer

SUBJECT: Construction-Finance Agreement Draft
Warm Springs Agency Section
Warm Springs Highway, No. 53
Warm Springs Indian Agency

Info
Investigate
R/D
Action
File
Letter
See me

REFER TO

JUL 14 77

PROJECT MANAGEMENT

Transmitted herewith for your consideration is a suggested agreement draft concerning construction of channelization at the Warm Springs Agency entrance. The Agency has requested that relocation of their road be included in the contract.

The Agency is agreeing to pay for all work outside the right-of-way, based on monthly estimates paid to the contractor for work completed. The project is currently scheduled for contract at the August 25 bid opening.

Please study the provisions of the proposed agreement and, if found acceptable, forward to the Design Section for their review, comment and return to this office for preparation in final form.

GWW:lml

Att.

cc: F. E. Terpin w/att. -- Your comments, please.

APPROVED
Floyd Scott
R/W DESCRIPTION ENGR.

Do we need the right to enter on their property for constructing their road?

APPROVED
J. K. Versteeg
Design Engr.

3 Versteeg
Olson
Dorgerson
Scott
Swenson
Savage
Trask

RECEIVED
JUL 13 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG
JUL 12 '77
REFER TO
Versteeg
FOR
Info
Invest.
R/D
Dsn
Sign
Act

cy Wimer
7-13-77

APPROVED
Donald A. Christensen
FINAL DESIGN ENGR.

81-125-1387

Rev. 10°C to 6°C at LT turn with lighting proj 50' each end. Changes in Add Dor

Don H-

8582

8

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8582

8

DATE: May 23, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On August 24, 1976 a delegation from the Warm Springs Indian Reservation appeared before you and appealed for assistance in correcting a hazardous intersection at the Agency entrance and other related matters.

The Highway Division was directed to work with the Council and assist in correcting some of the problems as funds are available.

A survey has been completed for construction of a left-turn refuge at the intersection of Kah-Nee-Ta Road. The estimated cost is within the $150,000 estimate provided you at the time.

The project should be scheduled as soon as possible in order to coordinate with a Bureau of Indian Affairs proposed project to realign Kah-Nee-Ta Road this year.

Your approval to add this project to the Six-Year Improvement Program for Fiscal Year 1978 using State Funds is requested.

This matter will be on the Consent Calendar for your consideration at the June 21 meeting.

FET:mc ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Carl M. Williams
L. W. Rulien
Frank E. Terpin
V. E. Skoog
Program Management
George Bell
Max Klotz

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 18, 1977

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Warm Springs Agency Section
Warm Springs Highway
Jefferson County
Prefix: 16-1471

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

The subject survey has been completed and submitted to the Location Section. You may recall that a commitment was made to the Agency by the Commission to complete a survey and to finance construction if funding could be found. The estimate is within the $150,000 cost indicated to the Commission.

The attached correspondence indicates progress made to date in coordinating the construction of a left-turn refuge at the Agency entrance with their project to improve Kah-Nee-Ta Road. The proposed design of the left-turn refuge has been reviewed by the Agency and has their approval. Region indicates no agreement has been discussed with the Agency on cooperative funding of the left-turn refuge.

As this project is not currently included in the Six-Year Improvement Program, the survey records will be retained in the Location Section until it is added to the Program.

The project is eligible for funding with Primary, Public Lands, or State funds. I recommend use of State funds. Funding from the other sources does not seem appropriate because the delay in programming for Primary funds would not permit construction this year when the BIA will be performing the work on Kah-Nee-Ta Road; historically, only a single grant annually has been received from Public Lands funds and this would be too small to apply for. In addition, the time delay in making application and receiving the grant would also delay construction.

Attached is a draft of a letter to the Commission requesting addition of the project to the Improvement Program.

RECEIVED
STATE HWY ENGR
MAY 20'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Attachments

FET:mc

cc L. W. Rulien
C. M. Williams

May 3, 1977

Ken Smith, General Manager
Warm Springs Reservation
Warm Springs, OR 97761

Dear Ken:

Thank you for your concurrence in the design of the left turn refuge at the Agency entrance. We will proceed to submit the plans to Salem for finalization and for funding.

The installation of guard rail along the tangent section near the grade school does not meet highway warrants. Unnecessary guard rail becomes a hazard to traffic.

The three-laning of the stretch from the Kah-Nee-Ta intersection to the Deschutes River is very desireable, but funds are scarce and I can make no committments in that area. I will transmit your request to Salem.

Yours very truly,

CMW

Carl M. Williams
Regional Engineer

CMW:mr

ROE RME RCE FAE
RTE RECEIVED
RUE MAY 3 1977
RSO REGION 4 RBE
ASSIGNED

Warm Springs, Oregon 97761/503 553-1161

April 28, 1977

Carl Williams
Department of Transportation
Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Carl:

The Tribal Council approved your design concept for the four-way Highway 26/Warm Springs/Kah-Nee-Ta Intersection on April 26, 1977.

The Council also expressed concern for the need to install guardrails along the highway parallelling the Grade School Playground and for three-laning the stretch of highway from the new Kah-Nee-Ta Intersection to the Deschutes River Bridge.

We anticipate your plans to complete the new intersection this year, in conjunction with the B.I.A. Roads Branch, will be realized. In 1978 our plan still calls for relocating the second intersection from east of the Service Station to west of the Drive-In Restaurant.

We appreciate your efforts to remedy the Traffic Safety Problems in Warm Springs.

Sincerely,

Ken Smith
General Manager

KS:cew

RTE RE RME RCE FAE
RECEIVED
EW
RUE MAY 3 1977
RSO REGION 4 RBE
ASSIGNED

RDE RE RUE RCE FAE RTE

RECEIVED

RUE MAR 21 1977 RDE

RSO REGION 4 RBE

ASSIGNED

RETURN TO
REGION DESIGN OFFICE

453
16-24

March 21, 1977

Re: Kah-Nee-Ta Connection
to Warm Springs Highway

Don Schmith
Engineer
Warm Springs Agency
Warm Springs, OR 97761

Dear Mr. Schmith:

Attached is the data concerning the Kah-Nee-Ta connection to the proposed left turn widening of the Warm Springs Highway.

I have not attempted to run up costs but to merely give you the quantities I estimate will be involved in your portion of the work.

I have also included a mylar overlay which will show a slight alignment change for the 16° curve. I worked all data up using the 16° curve. The grade is quite flat, 1.3% on the uncontrolled portion, but the existing grade going up the hill, 7%+, cannot be altered. The connection to the Agency grounds should not provide any problems.

A 55 ft. radius was used for the right turn movement off the main highway, with an extra wide shoulder, 8 feet, to allow for truck turning movements. As discussed with you earlier, the 55 ft. radius will have to be used since any larger one will throw us up into the hillside so far as to be impractical. The 8 ft. shoulder width tapers to your indicated 2 ft. shoulder distance after leaving the radius curve. This is to match the existing width, as you requested.

We are recommending a 10 ft. fallout area as part of the typical to alleviate the possibility of falling material from the hillsides' 1:1 cut slopes. Using the fallout area will still leave approximately 20+ feet to the property line on top of the hill. This line was indicated on a map you sent to this office. The 20 feet is only applicable for a length of 75 - 100 feet. The remainder of the cut slope varies from 40 - 60 feet from the property line using the fallout area.

Excavation quantities are estimated at 21,513 CY with the fallout ditch and 18,312 CY without the area, so the difference is negligible considering the safety factor involved.

The base design was recommended by our Region Geologist and at the present time is the one we will consider if and when the project is constructed. The Geologist has used 12 inches of Aggregate Base, 2 inches of 3/4" - 0 leveling course, and 3 inches of Asphaltic Concrete. Also, on the widening portion, we will also overlay the entire width with a 1 1/2 inch mat.

The possibility of a short run of guard rail should be explored where the new construction will connect to the existing uphill lanes.

I hope this data will be of assistance to you in arriving at a decision on this project. I have not included quantities on the highway widening as they should not be a factor in your decision.

Please contact this office if you have any questions or comments. We would appreciate knowing your decision when it has been made so that we may proceed further on our portion of the work.

Yours very truly,

EN

Ed Nellsen
Regional Design Engineer

EN:pw
Enclosures

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet _____ of _____ Sheets

Section Kah-hee-ta Connection Unit _____

Highway Warm Springs County _____ Prefix _____

LENGTH _____ Computations by E.A. Date _____

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
General Excavation	Cu. Yds	18,312		
Watering	M. Gal	312		
Sgcl. base	tons	1,365		
Leveling Course	tons	220		
Sgcl. Concrete	tons	296		
Asphaltic C.	tons	19		
Sewer Exc w/ 10' allow	Cu Yds	21,513		

PAGE TOTAL ..... $_____

Form 31-731-0045X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

1.42 Surf depth — Kah-hee-ta — 3-14-77 Ed

Finish Grade — .0600 1/2 full — SUBGRADE -1.42

Sta		Tan %	VCC	Prof Grd		Superel					
1+00		155422									
	-4.0%										
+25		59.22									
+36		155516									
	-2.00%		BVC								
+40											
+50		55.94	-0.00	55.94							
+90	P.I.V.C	155674	-0.09	56.65							
1+00		56.87	-0.06	56.81							
+10		57.00	-0.03	56.97							
			EVC								
+40											
+50		57.52									
+70		57.78									
+97		58.13									
2+00		58.17									
+48		58.79									
	+2.93%										
+50		58.81									
+98		59.43									
3+00		59.46									
			BVC								
+38											
+49		60.09	+0.02	60.11							
+50		60.11	+0.02	60.13							
4+00		60.75	+0.62	61.37							
+07		60.79	+0.68	61.47							
+38	P.I.V.C.	156124	+1.62	62.86							
+50		62.18	+1.26	63.44							
+55		62.57	+1.12	63.69							
5+00		66.07	+0.23	66.30							
+12		67.00	+0.11	67.11							
	+7.78%		EVC								
+38											
+50		69.96									
+57		157[illegible]	MATCH EXIST.								

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 23, 1976

FROM: for Frank E. Terpin
Location Engineer

SUBJECT: Wapinitia Junction-Deschutes River
Warm Springs Highway (US 26)
Wasco and Jefferson Counties

TO: R.L. Schroeder
Assistant State Highway Engineer

The following data has been prepared for the Oregon Transportation Commission's use in discussion of highway related issues with a Warm Springs Indian Reservation delegation on August 24.

VAB:jp
Attach

Item 3. Channelization at Main Entrance to Kah-Nee-Ta and the Agency (MP 103.28).

A traffic study of this area is presently being conducted. This was requested by the Tribal Council who agreed to cooperate. A preliminary channelization study indicated a short segment of the road to Kah-Nee-Ta would require alteration and an agreement with the Agency will be necessary prior to construction. Preliminary costs have been estimated to be $150,000.

Item 3 to Item 2. (MP 103.28 - MP 104.80)

This is a three-lane proposal from the Agency to the Deschutes River to accommodate local traffic and help the Forests Products Mill entrance. Past studies put this in the $400,000 to $500,000 range to construct. Three-lane highways are not generally accepted as good design procedures.

Item 4. Guardrail near School (MP 103.10)

The present highway is constructed on a fill above the road and school grounds playyard. The slope and fill height does not, according to our standards, require the installation of guardrail. An offer to construct an earth berm in lieu of guardrail at a reduced cost has been made to the Tribal Council.

Item 5. Stock Passes (5 each)

There appears to be a difference of opinion as to the adequacy of the stock passes in the area. They were inspected and found to be adequate and according to standards when built.

.8583 Albany-Junction City Hwy. 1977
@ SW 34th Ave. (Albany) Section
(Traffic signal installation)

C+O 6153 7-25-77

8513

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 731-620

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-14-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Linn	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-14-80	W. H. Kappus, Area Engineer	TQF-3(6)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-26-78	8-16-78	$\frac{110}{125} = 90$ %	125 CWD

APPROVED EXTENSIONS	LOCATION
---	The intersection of 34th Avenue and the Albany-Junction City Highway, Albany, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ALBANY-JUNCTION CITY HWY. @ 34th AVE.
ALBANY-JUNCTION CITY HWY.
Signal and Paving

This project provided for the construction of a left-turn lane, channelization, signal installation, and the paving of the intersection.

The final project cost was $117,085.26 which was very close to the original estimate.

A final inspection of the completed project was made May 31, 1978. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
JAN 17 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-21 ajf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/16/80	TITLE Field Operations Engineer	DATE 1/16/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8583

March 20, 1978

The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Gentlemen:

On March 16, 1978, we wrote to you concerning release of final payment on Contract No. 8583 awarded to Linnco Electric Co. for traffic signal installation on the Albany-Junction City Highway at S.W. 34th Avenue in Albany, Linn County.

The total contract amount is $11,815.80. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddc

cc Linnco Electric Co.
910 E. Queen
Albany, OR 97321

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8583 2

FORM 81-704-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Albany-Jct. City Hwy at 34th Ave. (Albany)		WEEK ENDING: November 26, 1977
		SECTION PREFIX: 22-1072
HIGHWAY: Albany-Junction City		COUNTY: Linn
NAME OF JOB: Albany-Jct. City Hwy @ 34th Ave.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Linnco Electric	CONTRACT NUMBER: 8583	FEDERAL AID PROJECT NUMBER: TQF-3(5)
DATE OF CONTRACT: August 30, 1977	DATE WORK STARTED: October 17, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 60
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 30,044.11		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 27,420.17	ENGINEERING AUTHORIZATION $ 2,623.94	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,405.80	ENGINEERING COST TO DATE $ 2,120	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.3%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.7 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: November 10, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Kensey — Richards
Bond — Glenn
Jackmond — Bern
Hopkins — Church
Johnsen — Gebauer
Inlous — Widmer

RECEIVED
NOV 28 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Traffic Signals turned on Monday, November 21, 1977 at 10:00 A.M.
City officials, news media, Dave Weaver, Region 2 Traffic Engr, and
OSHD Electricians present for turn on.

Semi-final to be submitted next week.

SIGNED J. M. Martin LOCATION Albany

J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

9513

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO.: F-3(5)

STATE PROJECT NO.: See Below

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70133

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-3-77	10-31-77	Primary 3
		STATE ROUTE NUMBER: Primary 58

GENERAL LOCATION:

"Albany - Junction City Highway at 34th Avenue (Albany)"

GENERAL DESCRIPTION OF WORK:

Furnish and place 3/4" - 0 Shoulder Aggregate around Pales 1 and 4.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-7-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 at a total estimated cost not to exceed $300, Federal Funds - $260.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77	G. K. Haesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976 [illegible]

RECEIVED
F. B. KLABOE

8583

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION	Oregon
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	County
10-34	**FEDERAL-AID PROJECT AGREEMENT**	Linn
	10-17-77	Project No.
		TOF-3 (5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-15-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-03-77	0.0
OTHER *(Specify)*		

FUNDS Pro-rate 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,872	$ 28,204

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H E Owen Jr

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Date executed by
Division Administrator NOV 17 1977

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, October 12, 1977

Federal-aid Project
No. TQF-3(5)

ALBANY-JCT. CITY HWY. AT
S.W. 34TH AVE. (ALBANY) SECTION
ALBANY-JCT. CITY HIGHWAY
LINN COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 350.00
Temporary Signs	114 sq.ft.	2.60	296.40
Flagmen	40 hour	15.00	600.00
Traffic Signal Installation, Complete	All Required		10,853.00
			$12,099.40

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
State-furnished Material	All Required	13,790.00
		$13,990.00
	Subtotal	$26,089.40
	Engineering	3,782.60
	Total	$29,872.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in totals below.)

Aggregate Base (S.F.)	All Required	$ 150.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000	$ 2,574	$ 426
Traffic Signals	29,872	25,630	4,242
Totals	$32,872	$28,204	$4,668

Group 1 - 100%

Contract No. 8583

Prefix: 22-1072
Prefix: 22-1954

8583 8-3-77 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Linn

ITEM NO.: 70133

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Instr | R/D | O/R | Sig | Ack | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Primary 3	Primary 58

GENERAL LOCATION:

"Albany-Jct. City Hwy. at S. W. 34th Ave. (Albany) Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping(SF)$200
State Furnished Material(SF)$13,790

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $29,530-Federal Funds $25,336.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-666

8583

July 23, 1977

City of Albany
City Hall
Albany, OR 97321

MISC. CONTRACTS and AGREEMENTS No. 6153

Attention: D. Gary Halliday
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of signals at the intersection of the Albany-Junction City Highway and 34th Avenue (Linn County).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

khr

Attachment

bc: Don Harwell (agreement attached)

8583

8

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
J. W. Sheldrake

June 22, 1977

Mr. Jim Barrett, Manager
Albany Area Chamber of Commerce
Post Office Box 548
Albany, OR 97321

Dear Jim:

The traffic signal project at the intersection of 34th and South Pacific Boulevard is scheduled to be opened for bid on August 25. The contractor will undoubtedly start work within the following 30 days.

1592-S

We anticipate supplying much of the equipment from our storeroom, so it is highly possible that the signal will be in operation in November. I recognize that this time frame may appear rather slow; however, considering our Design Section's work load and the necessary procedures that must be followed, this is actually a very quick response.

A signal warrant was marginally met at 29th Avenue. This places it very low on the priority list and, under present funding, it will be a few years before installation. The intersection at 24th Avenue doesn't meet the warrants for a traffic signal.

The overlay project on South Pacific Boulevard as well as the left-turn refuge at 34th Avenue are scheduled for contract letting sometime in the first three months of 1978.

This should bring you up to date on scheduling of projects, however, if I can answer any other questions, please don't hesitate to call. At this time I'm not sure whether or not I will be able to attend your meeting Monday evening, but don't be surprised if I show up.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Glenn L. Jackson

Brightest spot in Oregon's future

POST OFFICE BOX 548 • ALBANY, OREGON 97321 • PHONE (503) 926-1517

June 16, 1977

H. Scott Coulter
Chief Highway Engineer
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Scott:

I am sure by now you are aware that Glenn Jackson called me about three weeks ago to tell me work would begin this summer on the signal lights at 34th and South Pacific Boulevard and if additional funds became available, there is a good possibility lights would be installed at 24th or 29th Avenues. This South Pacific Boulevard area is becoming more and more congested every day and the dangers are increasing. Mr. Jackson also mentioned that Pacific Boulevard from the I-5 exit ramp to Queen Avenue would be completely resurfaced next year.

Our full Transportation Committee will hold its regular meeting on Monday, June 27, 5 p.m. at the Chamber office. Herb Hammond from Corvallis will have 20 minutes on the program to report on the results of a recently completed mass transit study. We are also wondering if you could be here to tell us when the work will start on the traffic signals on 34th. Those lights will certainly help alleviate the problems in that area. I am hoping to hear from you by return mail so you will be included on the agenda.

Sincerely,

ALBANY AREA CHAMBER OF COMMERCE

Jim Barrett, Manager

JB:BRM:jn

July 75 Bid

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8583

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-15-77

FEDERAL AID PROJECT NO.
TQF-3(5)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70133

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

15-92-ST

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-15-77	Primary 3	Primary 58

GENERAL LOCATION:

"Pacific Blvd. at 34th Avenue (Albany) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION TEC Not to exceed $3,500-FF $3,000
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-13-77 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

You are now authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-15-77	G. K. Hassmer	for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8583

Form 81-734-3030

GENER[illegible]ILES

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

June 6, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rutten
Program Management Engineer

SUBJECT: Statewide Assessment
Signal Installation
34th Ave. (Albany) @ 99E
Linn County

NOTED
E. S. HUNTER

1592-S

The proposed project is to install a multi-phase actuated traffic signal at the intersection of Pacific Highway East and 34th Avenue in Albany, Oregon. Installation of a signal at this intersection would be an initial stage of planned improvements of Pacific Highway East as indicated in the field study of the Queens Avenue - Tangent Section.

This stage of the Queens Avenue - Tangent Section proposal is being accelerated by administrative action of the D.O.T. Commission to improve Highway Safety at the intersection.

It has been determined that no new right-of-way will be required and that this project is of a type for which the Statewide Assessment for safety projects is applicable. The Statewide Assessment classifies this project as Non-Major.

A
GAP:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh
Don Trout
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
JUN 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8583

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FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 25, 1977

TO George Hopkins
Program Management

FROM H. S. Coulter
State Highway Engineer

SUBJECT Traffic Signal Installation
Albany-Junction City Highway @ 34th Avenue
City of Albany

1592-S

Mr. Jackson has made a commitment that a traffic signal will be installed in the near future at this location.

The estimated cost of the installation is $40,000. A report with necessary programming information will be hand-carried to your office in the next day or so. I would like to aim for an August letting date for this signal installation. In order to expedite the installation the Highway Division will supply the critical materials. Would you please take the necessary action to have this work accomplished as a Transition Quarter Project.

There is currently a project listed in the PMS for the first quarter of 1978 entitled "Pacific Blvd. @ 34th Ave. (Albany)." It is a Transition Quarter Fund project to construct a left-turn refuge on 99E at 34th Avenue. I am suggesting that these be handled as separate projects so the signal can be installed at the earliest possible date. The signal poles will have to be set back sufficiently to allow for widening for the left-turn refuge and the signal will have to act as a two-phase signal until the refuges are installed.

cc E. S. Hunter
R. L. Schroeder
L. E. George
F. E. Terpin
J. H. Versteeg
Robert Judson
J. W. Sheldrake--Please prepare Authority for Survey and have this survey accomplished at the earliest possible date.

8583

8

March 22, 1977

1592-S

Mr. Jim Barrett, Manager
Albany Area Chamber of Commerce
Post Office Box 548
Albany, OR 97321

Dear Jim:

Thank you for your March 16 letter concerning possible traffic signal installations on Pacific Boulevard in Albany.

copy in con 21-10 Albany

I suggest that our Regional Traffic Engineer, David Weaver, attend your March 28 meeting to present a review of the work currently in progress concerning these intersections. Mr. Weaver is in charge of the engineering investigation that is currently under way and would be glad to attend your meeting if you wish.

Let me know if this arrangement is satisfactory.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Glenn L. Jackson

LEG:ds ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
J. W. Sheldrake

Brightest spot in Oregon's future

POST OFFICE BOX 548 • ALBANY, OREGON 97321 • PHONE (503) 926-1517

March 16, 1977

H. Scott Coulter
State Highway Engineer
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Scott:

I would like to take this opportunity to thank you for attending our Transportation Committee meeting on February 28.

We, here in Albany, are extremely concerned about the traffic flow and safety on Pacific Boulevard between Queen and 34th Avenues.

We hope you have put us at the top of your priority list as we are anxious to get the two lights that Glenn Jackson mentioned to me on the phone. He said we would get these while the city and state are making a survey in that area.

We would appreciate hearing from you as soon as any information is available. Our next meeting will be Monday, March 28, 5 p.m. at the Chamber office and we would like to give a report at that time.

Thank you for your cooperation in this problem. We will be looking forward to hearing from you in the very near future.

Sincerely,

ALBANY AREA CHAMBER OF COMMERCE

Jim Barrett, Manager

JB:JN:lsk

cc: Glenn Jackson

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
Schrader
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 1 1977

GENERAL FIL

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

Ms. Lola Wink
Route 2, Box 278
Albany, OR 97321

Dear Ms. Wink:

Your letter of October 11, 1976, to Glenn Jackson, Chairman of the Oregon Transportation Commission, has been referred to this office for handling. We are well aware of the problems which exist on Pacific Boulevard in Albany and are studying solutions which can be worked out to alleviate the problems in the area you are discussing. Unfortunately, our economic situation, at the present time, is such that any traffic problem must be worked out on the most economical basis possible and still must be placed on a priority list until funds are available for construction or improvement.

Copy for 21-10 Albany

Copy to 7-6-1 Albany Pac-29

We will keep you advised as to the progress on a solution to this problem and hope that it will be possible to do something before too much additional time goes by. We appreciate your interest in highway problems and thank you for bringing this matter to our attention.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION II ENGINEER

COF/elf

cc: H. S. Coulter
E. S. Hunter
L. E. George

NOTED
H.S. COULTER

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
NOV 3 1976

October 11, 1976

Lola Wink
Rt. 2, Box 278
Albany, OR 97321

Glen Jackson
Chairman, Oregon State Highway Div.
Salem, OR 97310

Dear Mr. Jackson,

This is a plea as a daily user of Pacific Blvd. near 29th street to please give your prompt attention to the very dangerous strip of highway between Queen Avenue and 34th street.

I have worked in the Professional Plaza at 29th and Willetta St. in Albany for 3½ years, and have seen the traffic problem worsen to the point of it being a daily nerve racking experience to approach this stretch and try to enter 29th street safely. Also, often times I elect to go 5 blocks out of my way to leave the Plaza by going around behind and entering Pacific Blvd. where there is an island that allows you to tackle one directon of traffic at a time.

I personally have seen 4 bad accidents along this section of Pacific Blvd., and I know that there have been more during the daytime that I haven't seen. This is a situation that I feel needs immediate attention, either by placing stoplights, turning lanes, or both at 29th St., and 34th Ave. This would accomplish allowing people to safely pass on the right when there is a car stopped in the center lane waiting to turn across traffic, and also it will slow traffic to a safe speed until they are past the business and professional district.

Anything you can do would be appreciated by anyone who uses Pacific Blvd., and especially the business people and professional offices who have patients and customers who may decide that it is too risky and seek the service somewhere else.

Thank you very much for your consideration of this matter.

Sincerely,

Lola Wink

Lola Wink, Secretary, J. Mark Ackerman, Ph.D.
and Charles H. Kuttner, M.D., Professional Plaza, Albany, Oregon

NOTED
R. L. SCHROEDER

RECEIVED
OCT 14 1976
Office of
State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 13 '76
REFER TO
FOR

RECEIVED
DOT OPERATIONS
OCT 13 '76
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8583

October 21, 1976

Charles H. Kuttner, M.D.
Professional Plaza
2825 South Willetta, Suite B
Albany, OR 97321

Dear Dr. Kuttner:

Mr. Glenn Jackson, Chairman of the Transportation Commission, has asked that I respond to your letter concerning traffic conditions on Pacific Boulevard south of Albany.

Our Region Engineer, Mr. Charles Fredrickson, whose area includes Albany, has explained the situation concerning Pacific Boulevard in some detail in his reply to you. I can only repeat that this stretch of highway is of concern to us also and we have studied possible remedial actions. Unfortunately, money is a major problem with the Highway Division at this time and many things that we would like to do must wait.

I'm sorry that I cannot be more positive at this time.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Glenn Jackson

bc Robert A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. O. Fredrickson
L. E. George
H. C. Johnson

Robert Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

October 18, 1976

Charles H. Kuttner, MD
Professional Plaza
2825 South Willetta, Suite B
Albany, Oregon 97321

Dear Dr. Kuttner:

Thank you for your letter of October 8, 1976, regarding traffic conditions on Pacific Boulevard, south of Albany. This particular section of highway has been the subject of a considerable amount of study by this office and has been the subject of a considerable amount of discussion with Highway Officials regarding the type of project which could be put together, and the availability of funds, to perform any work in this area.

Improvements on Pacific Boulevard from Queen Avenue South were a high priority item on the District 4 Council of Governments Bond Highway Improvement listing. It was our intention to proceed with the project in this area under the Bond Program, but our economic situation has made it necessary to defer projects of this type since we cannot, at this time, sell additional bonds for highway construction purposes. A traffic signal at 34th Avenue has been investigated and has been found to be warranted under the National Rating System. Unfortunately, approximately 60 traffic signals throughout the State of Oregon are fully warranted and the amount of money available for this type of work does not make it possible for us to construct all of them. They are prioritized and are being constructed as money becomes available.

Projects on the State Highway system are of necessity, authorized by the Highway Commission on basis of overall benefit to the people of Oregon, and on the basis of funds available. Our economic situation, at this time, has made it virtually impossible for us to respond to requests or to construct projects as quickly as we were able to in the past. Region offices throughout the State investigate problems brought to our attention, and recommend corrective action. We do not set statewide priorities, nor do we apportion the available funds on a statewide basis. Public response through our office to a problem which exists, is of definite benefit in bringing these matters to the attention of the Transportation Commission

and to the Highway Division Administration.

We appreciate your interest in our Highway system and particularly in the problems which exists in your area. I hope that it will be possible to formulate a project which will solve some of your concerns in the near future.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON
C. O. Fredrickson
REGION II ENGINEER

COF/elf

cc: H. S. Coulter
L. E. George

CHARLES H. KUTTNER, M. D.
Physician
PSYCHIATRIST
PROFESSIONAL PLAZA
2825 SOUTH WILLETTA, SUITE B
ALBANY, OREGON 97321

Telephone (503) 928-1678

October 8, 1976

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
cy George Johnson
Fredrickson
FOR
Info | Invest | R/D | O/R | Sig | Act | File

RECEIVED
DIST OPERATIONS
OCT 14 '76
REFER TO
Chief Eng.
FOR
Info | Invest | R/D | O/R | Sig | Act | File

Glen Jackson
Chairman, Oregon State Highway Div.
Salem, OR 97310

Dear Mr. Jackson,

I would like to express my concern about the dangerous highway conditions on Pacific Boulevard south of Albany, particularly in the area between Queen Avenue and slightly beyond 34th St. My office is located along this stretch; both I and my patients frequently find ourselves in quite dangerous traffic conditions while driving along this stretch.

There are a number of factors contributing to make one of the most hazardous stretches of highway I've ever been familiar with. Perhaps it will be best if I describe the situation of a car heading south on Pacific Boulevard. Having just left a rather populated urban area of Albany, and being in a mass of traffic which is suddenly aware that it is headed toward the open highway, this car would find itself in a situation of fairly rapid acceleration up to highway speed. Suddenly, the vehicle would confront a series of curves, the last curve of which has another street merging with it in a Y configuration. This merging street, limited only by a stop sign which is frequently not seen or is ignored, contains vehicles from a number of surrounding areas of Albany, particularly 3 schools. Immediately following the merging of this street, the four lane configuration of Pacific Blvd. becomes a two lane street. Then, more or less without warning there is a side street leading to a very busy complex of professional offices. To gain access to this street at minimal risk many vehicles will drive along the paved shoulder, only to suddenly discover a huge hole in the pavement necessitating the choice between re-entering Pacific Blvd. or rolling over into a ditch. Continuing further south, our car would encounter a mixture of accelerating traffic conditions with sudden stops for roadside businesses.

One other concern I have is for the bicycle route along Pacific Blvd. This is frequented by numerous people, many of them students at Linn-Benton Community College. I'm sure you can imagine the great hazards inevitable in this situation, which is dangerous enough for an enclosed automobile driver.

I trust you will be able to give this matter priority attention. There have been too many dangers to property and life for these traffic conditions to persist as they are. Thank you.

Sincerely,

Charles H. Kuttner, M.D.

CHK/lpw

RECEIVED
OCT 14 1976
OFFICE

7583

8

October 21, 1976

Benjamin H. Bonnlander, M.D.
Professional Plaza, Suite A-1
Albany, OR 97321

Dear Dr. Bonnlander:

Copy
Corr 21-10
Albany
Ina 1-6
OR Albany
Dec-29

Mr. Glenn Jackson, Chairman of the Transportation Commission, has asked that I respond to your recent letter concerning traffic conditions on Pacific Boulevard south of Albany.

I have been informed that the Region Engineer for the Albany area, Mr. C. O. Fredrickson, has been in correspondence with you on this subject.

I trust that Mr. Fredrickson has given you the necessary information; however, if I can be of any further assistance, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Glenn L. Jackson

bc Robert A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. O. Fredrickson
L. E. George
H. C. Johnson

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~GOVERNOR~~ GOVERNOR

F. B. KLABOE
Administrator of Highways

October 19, 1976

Benjamin H. Bonnlander, MD, MPH
Professional Plaza, Suite A-1
Albany, Oregon 97321

Dear Dr. Bonnlander:

Thank you for your letter of October 12, 1976, in response to our letter of October 8, 1976, regarding the traffic situation on South Pacific Boulevard in Albany. I appreciate your concern and the concern of others involved in this particular area of our highway system, and hope that some remedial action will be possible in the immediate future.

As I explained in my letter of October 8, our situation is one of priorities and economics. We are not, at the present time, able to respond to problems of this type as quickly as we have in the past. Should our financial condition improve, our response time should correspondingly improve, but projects will still have to be handled on a priority basis, statewide, as recommended to and as passed on by the Transportation Commission. We will continue to study the area and prepare a report on what type of project we feel should be constructed to alleviate problems such as those you mentioned. We do not, however, set these priorities, nor do we have the capability of providing the funds for construction purposes, at this level.

Your letter, and the list of signatures which you enclosed, are being forwarded to Highway Administration for their consideration. Thank you again for your part in bringing this matter to our attention.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION II ENGINEER

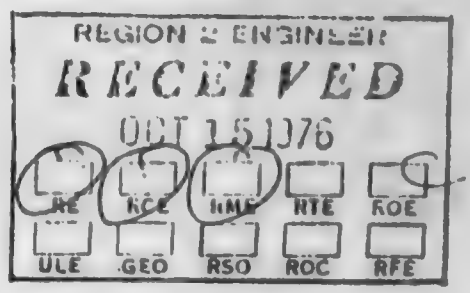
RECEIVED
STATE HWY ENGR
OCT 19 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

COF/elf
cc: H. S. Coulter w/enc.
L. E. George w/enc.

22-15

BENJAMIN H. BONNLANDER, M.D., M.P.H.
PHYSICIAN - INTERNAL MEDICINE
PROFESSIONAL PLAZA, SUITE A-1
ALBANY, OREGON 97321
926-2235

October 12, 1976



Mr. C.O. Fredrickson
Region II Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

Dear Mr. Fredrickson:

Thank you for your reply explaining the situation on South Pacific Boulevard. Enclosed is a sample of the support that one can obtain in one day in a doctor's office working in this area. If this is multiplied by 15 or 20 (clerical), I think it should become apparent that we could easily accumulate well over 1,000 signatures in less than one month.

Despite your well-reasoned arguments and realizing also that a system of priorities must exist, the fact still remains that this particular stretch of highway is in dire need of traffic safety improvement. Governor Straub is constantly emphasizing highway safety and reduction of deaths. The basis of establishing priority and taking action should be determined preventatively ahead of time based on flow of traffic (and, personally, in the last three years there has been minimal effort on the part of the State Highway Division to monitor this particular stretch of highway, since I have traveled it almost daily since my arrival in Albany).

I look forward to a full report of your evaluation of conditions in this part of Albany for which you are responsible and bringing this to the attention of our state representatives and senators.

Sincerely yours,

Benjamin H. Bonnlander, M.D.

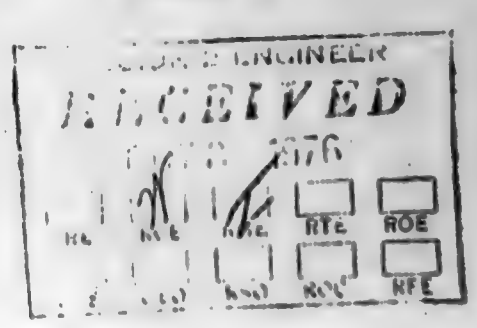
BHB/se
Enclosure

PETITION TO CITY OF ALBANY AND
STATE OF OREGON TRANSPORTATION COMMISSION AND HIGHWAY DIVISION

We, the undersigned, recognize through constant usage and surveillance the need for Pacific Boulevard to be widened, the island removed and left hand turn refuge lanes installed from Queen Avenue on the north to 34th Avenue on the south, particularly at 24th, 29th, 30th and 34th Avenues. Further, that traffic signals should be placed at 29th and 34th Avenues to provide the necessary safety and eliminate hazardous conditions and confusion in these areas. We petition the City of Albany and the State of Oregon Transportation Commission and Highway Division to take immediate steps toward accomplishing the above-mentioned requests. The State of Oregon already owns the right of way on Pacific Boulevard from Queen Avenue to 34th Avenue.

NAME	ADDRESS
James H. Eastman	Professional Plaza - Albany
Sharon A. Yager	Professional Plaza Albany
Kris Backer	Professional Plaza - Albany.
Barbara Shultz	Edmond Plaza
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Austin E Bentley	Albany Oregon

T 158-1



ROBERT STRAUB
XXXXXXXX

October 8, 1976

Benjamin H. Bonnlander, M.D., M.P.H.
Professional Plaza, Suite A-1
Albany, Oregon 98321

Dear Doctor Bonnlander:

South Pacific Blvd. in Albany is presently being investigated for modifications to the existing speed controls.

Traffic signals are recommended where national perscribed warrants indicate their need. These needs are based upon studies showning traffic volumes on the major street and the minor street, pedestrian volumes in the area and accident histories. At present there are over 60 locations where signals are fully warranted in the State of Oregon on the state highway system and construction of these signals would entail expenditures of over 2.5 million dollars. Signals are installed on the priority basis to assure the best usage of our extremely limited highway funds.

The Oregon State Highway Division maintains traffic volume data and accident data on a permanent basis on all State highway and the portion of South Pacific Blvd. in Albany between Queen Street and the south city limits has an accident rate that has been steadily lowering from 1971 to 1975. The 1975 accident rate, as defined by the number of accidents per million vehicle miles of traffic, for the South Pacific Blvd area above described, is below the statewide average for similar types of highways.

Any recommednation for improvement will be channeled through appropriate city officials. Overall area recommendations will also be submitted to citizens advisory groups. Thank you for your concern for the citizens and . . . ists of the State of Oregon in the City of Albany.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

DW/lgs

BENJAMIN H. BONNLANDER, M.D., M.P.H.
PHYSICIAN – INTERNAL MEDICINE
PROFESSIONAL PLAZA, SUITE A-1
ALBANY, OREGON 97321
926-2335

2815 Willetta st

NOTED
H. S. COULTER

October 1, 1976

Klabo

RECEIVED
DOT OPERATIONS
OCT 6 '76
REFER TO
Coulter
FOR
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D/R ✓

Mr. Glen Jackson, Chairman
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Jackson:

I urge you to take action on the present hazardous South Pacific Boulevard situation in Albany. Namely, we need the following:

1. A slower speed limit for traffic coming into Albany.

2. A traffic light at South Pacific and 34th Street.

3. Possibly an additional traffic light which could be timed to work in conjunction with the one placed at 34th to permit a smooth flow of traffic in and out of the large medical complex situated at 29th Street, and would also involve traffic flowing in and out of SWF Plywood plant.

cc Glenda George 10-7 jw

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Fredrickson
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R/D ✓

Thurm Traffic 10-7 jw

There have been many near accidents, in addition to known existing ones.

I urge you, along with many other concerned citizens who work and live in this area, to re-evaluate this stretch of highway before a series of tragedies will force action and imply that the State Highway Division is lax in maintaining adequate safety.

Sincerely,

Benjamin H. Bonnlander

Benjamin H. Bonnlander, M.D.

BHB/se

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OCT 6 1976

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FORM 84-734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 7, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: R. L. Schroeder
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Assignment RLS 1425
Dr. A. Eugene Carlson's
9-23-76 letter
Queen Avenue-SCL Albany Sec.
Albany-Junction City Highway

Your October 6, 1976 assignment of Dr. A. Eugene Carlson's September 23, 1976 letter stated "we would like a complete investigation and report on the situation, please."

Dr. Carlson's letter is simply a statement of facts as he sees them. His choice of words in item 6a isn't accurate inasmuch as what he calls "a canyon" is simply a deep roadside ditch. Item 6c indicates shrubbery obstructs the view at 24th Street. This is a continuing maintenance problem which, by a copy of this letter, District Engineer Howard Johnson is instructed to make certain is adequately trimmed.

Dr. Carlson's letter was answered by this office October 4, 1976. A copy of the reply is attached.

We are receiving numerous letters relative to this particular section. Most of them are from the medical centers located on the westerly side of the highway about centered on this section. Also some of the letters have been from private individuals and the industries on the easterly side of the highway.

This section was included on the Bond program. We have a completed survey. It calls for two traffic signals: one at 24th, the other at 34th. Right of way is required southerly of 34th Avenue. A unit could be constructed northerly of 34th Avenue without additional right of way.

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OCT 8 '76
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FOR
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NOTED
H. S. COULTER

GWW/dea
Attach.
cc: L. E. George
H. C. Johnson

NOTED
R. L. SCHROEDER

RECEIVED
OCT 8 1976
Office of
Assistant State Highway Engineer

~~T-50-1~~

22-15

ROBERT STRAUB
XXXXXXXXX

October 4, 1976

A. Eugene Carlson, M.D., P.C.
2715 Willetta
Albany, Oregon 97321

Dear Doctor Carlson:

Thank you very much for your cogent and concise letter depicting the conditions along Pacific Blvd. South in Albany. This portion of Pacific Blvd. South is being investigated at present for modifications to the existing speed control. The results of this investigation will be submitted to the State Speed Control Board and their actions on this matter will be transmitted promptly to the City of Albany officials.

Consideration of possible modification to the physical structure and the appurtenances of the Pacific Blvd. South is presently restricted by limitations of highway funds. We continuously monitor all state highways for traffic volume trends, accident histories, intersectional accidents, fatalities and injuries. These methodologies assure that as any funds become available for highway improvements, projects that are most beneficial to the public are prioritized and scheduled first. In the event funds of any type are made available, Pacific Blvd. South will be appropriately considered.

Very truly yours,

Leonard Wemer

For C. O. Fredrickson
REGION II ENGINEER

DW/lea
cc: L. E. George
H. C. Johnson

22-15

PHONE 926-2872

A. EUGENE CARLSON, M.D.,P.C.
PHYSICIAN AND SURGEON
OPHTHALMOLOGY
2715 WILLETTA
ALBANY, OREGON 97321

REGION 2 ENGINEER
RECEIVED
SEP 30 1976
RE RTE ROE
ULE GEO RSO ROC RFE

September 23, 1976

C. O. Frederickson
Highway Engineer
East State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Frederickson,

I, along with many others, am concerned about the dangerous highway conditions on Pacific Boulevard South of Albany, especially from Queen Avenue past 34th Street. I believe the situation along this stretch of roadway is unique and requires immediate attention.

The following combination of factors makes our problem unique:

1. The unique speed situation.
   a. Traffic from Queen Avenue Southward is accelerating rapidly toward the 55 mile speed limit (in practice up to 70 mph, as you know).
   b. Traffic from the country heading Northward lags in its deceleration from the unlimited ("55 mph") speed limit.
   c. Traffic entering the highway from the various side streets is confused by the acceleration of the traffic and drivers often misjudge distances of the oncoming traffic due to the acceleration Southward.

2. The peculiar configuration of the roadway. The highway changes from four lane to two lane midway along this stretch.

3. Heavy youth concentration along the route.
   a. There is a grade school, a junior high school, and senior high school near the route and the district school office is adjacent. There is considerable school bus activity along and across the highway, combined with a certain amount of foot and bicycle traffic related to the schools.
   c. Linn Benton Community College is a bit South and generates the usual expected quantity of traffic but students late for class and a tendency for youth to be a bit more reckless gives a special quality to the traffic generated by this. Also many high school students drive.

4. The concentration of Medical facilities along the highway with almost all access via 29th Street midway along the strip. There are 23 physicians and dentists plus personnel, one pharmacy, and an Opticians service concentrated near 29th and Pacific Boulevard, and two physicians further North. The Red Cross Building is further South. Those of us who practice in this area are concerned about the health of our patients and one of the greatest

hazards right now for them is getting to and from the doctor's office. One physician has had three patients injured at the intersection. Two patients from this office have been involved in accidents at the intersection. I have not surveyed all the doctors but we are getting complaints. An additional egress opportunity for patients would be of value, taking some pressure off of the 29th Street exit.

5. The concentration of industry along the highway. The industries require access for large and small trucks, as well as employee traffic, etc. You can imagine their concern. This is a disturbing problem for any companies considering expansion, etc.

6. Dangerous physical conditions of the strip.
   a. At 29th Street there is a canyon adjacent to the hard top at the turn and no curbing. Miss the turn by a few feet and you end up in a deep ditch.
   b. A narrow median strip with cross drive at 24th Street that often will not accommodate all cars waiting to turn so they back up into the opposite lanes.
   c. Shrubbery obstructing the view at 24th Street.

7. Adjacent housing areas and development.

It is my opinion that this combination of very unique features makes resolution of the problem a high priority matter. Initially, speed control could ameliorate the situation a bit and this could be accomplished almost over night. We must have roadway improvement, perhaps some flow changes, and traffic lights with greatest possible dispatch.

Sincerely,

A Eugene Carlson

A. Eugene Carlson, M.D.

AEC/dc

8583

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OREGON STATE HIGHWAY DIVISION

Robert Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

September 21, 1976

Mrs. Helen L. Smith
ADMINISTRATIVE ASSISTANT
Oregon Freeze Dry Foods, Inc.
770 West 29th Avenue
P.O. Box 1048
Albany, Oregon 97321

Copy sent 21-10 Albany

Dear Mrs. Smith:

Thank you for your letter of September 17, 1976, regarding traffic conditions in Albany. Albany's traffic problems, as they involve the State Highway system, are certainly something which concerns the Highway Division and which we would be most pleased to alleviate should our financial condition enable us to do so. Traffic problems throughout the region and throughout the State, I am sure, are of considerable concern to myself and to the other Region Engineers.

Anything that the Highway Division can do to alleviate a traffic hazard or a potential traffic accident, is high priority work to us. Unfortunately, the number of conditions which exist in local communities throughout the State can only be corrected on the basis of our financial ability and upon a consideration of the priority, statewide, of the potential hazard. We will be unable to assess our capability for this type of work until after the November election and possibly not until after the forthcoming legislative session.

We certainly appreciate your interest in Albany's traffic problems, and hope that we can do something to alleviate them in the near future.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

COF/elf

cc: H. S. Coulter
L. E. George

NOTED
H.S. COULTER

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STATE HWY ENGR
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FOR
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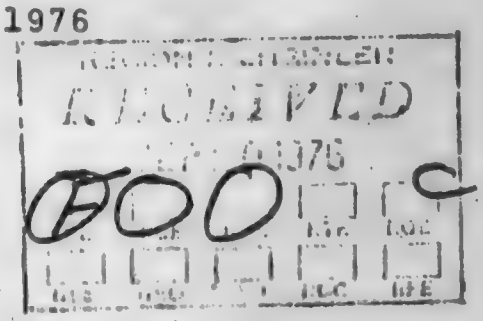
PHONE 503-926-8001

22-15

OREGON FREEZE DRY FOODS, INC.

770 WEST 29TH AVE. • P.O. BOX 1048 • ALBANY, OREGON 97321
CABLE: OREFREZDRY • TELEX: 360-862

September 17, 1976



Mr. C. O. Fredrickson
Oregon State Highway Dept.
East State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Fredrickson:

I was very happy to learn that consideration was being given to the traffic situation on South Pacific Boulevard in Albany.

As an employee of Oregon Freeze Dry Foods for the past eleven years I have seen the traffic congestion growing continually worse with the growth of industry, the addition of traffic to and from Linn-Benton Community College, the extension of 29th Avenue West and the continued development of that area with clinics and new homes. There have been numerous rear end and other left turn related accidents at the intersection of 29th and Pacific, including my daughter several years ago, as she was signalling for a left turn to go to Oregon Freeze Dry.

I understand several corrective measures have been suggested - 35 mile speed limit, traffic signal at 34th and widening of Pacific to include left turn lanes. While each by itself might be a stop-gap solution, my opinion is that without the left turn lanes, neither of the other suggestions would be a lasting solution.

I would hope this matter can be very seriously considered, and taken care of, before a more serious accident is caused.

Sincerely,

H. L. S.

(Mrs.) Helen L. Smith
Administrative Assistant

8583

PLA 6

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Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

June 15, 1976

Mr. and Mrs. Chet Sims
4684 S.W. Willetta St.
Albany, Oregon 97321

Dear Mr. and Mrs. Sims:

Thank you for your letter of June 8, 1976 concerning the installation of a traffic light at the intersection of Pacific Boulevard and 34th Avenue in Albany and the widening of Pacific Boulevard and old Highway 99 from 34th Avenue south to Highway 34. We are currently preparing a six-year construction program which was discussed at several public meetings throughout the State during the latter part of May and the early part of June. The installation of traffic signals and other road improvements, such as the widening of Pacific Boulevard, will be included as a part of this construction program.

copy (101) 21-10 Albany

In years past, it was possible for the Highway Division to perform a certain number of small improvements, such as the installation of traffic signals, with State tax dollars. Our financial condition at the present time has virtually eliminated the state construction program and the majority of these type of improvements will have to be financed through the use of federal aid. Traffic signals in particular are prioritized on the basis of a nationwide system of warrants which determine the necessity for the installation and the position which it would occupy on a statewide priority list. This list is constantly updated on an annual basis and the traffic signal installations necessary statewide are considered in priority order. Until this list is prepared for this particular fiscal year, we will not know the ranking of the signal at Pacific Boulevard and 34th Avenue.

The widening of Pacific Boulevard and old Highway 99 is also a project which has been considered for contracting. Again, projects of this type will have to be prioritized and considered on an individual basis as to their position on a statewide priority list. This list should be clarified and presented to the Highway Commission with recommendations for the update of the six-year construction program.

Your letter will be forwarded so that your recommendations may be considered in the preparation of this program. I appreciate your interest in our highway program and thank you again for letting us know how you feel.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

COF/dea
cc: E. S. Hunter
L. W. Rullen w/attach.

RECEIVED
STATE HWY ENGR
JUN 21 '76
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FOR
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RECEIVED
STATE HWY ENGR
JUN 17 '76
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

22-15

1454 S.W. Willamette St.
Albany, Oregon 97321
January 5, 1976

REGION 2 ENGINEER
RECEIVED
JUN 10 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

Chairman Transportation
Regional Highway Engr.
2960 E. Aluta Ln.
Salem, Oregon 97310

Dear Mr. Jacobsen:

Concerning the proposed project
to signalize right at the intersection
of Pacific Boulevard and 34th
Avenue: What is the chance
we could have Pacific Blvd.
and the left turn lane
right next to the curb like
1952?

Concerning the widening of
Pacific Boulevard and also
Highway 99 from 34th Avenue
South to Highway 34: How
close will that place along
this busy lane of traffic of
Highway 99, getting off and

on the highway as not to
[illegible] accomplishment. Should
[illegible] single [illegible] dwellings and
apartments, there are [illegible]
[illegible] and [illegible] pl. [illegible]
[illegible] in the [illegible]
[illegible] 8th [illegible]
Highway 99 to Highway 54.
[illegible] [illegible] [illegible]
great safety [illegible]
the [illegible]

[illegible]
[illegible]
[illegible]

8583

22-15

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

June 15, 1976

RECEIVED
STATE HWY ENGR
JUN 16 '76
REGION 2
FOR
Info | Lnwes | R/D | D/R | Sign | Pt. | Sig

Noted CR

copy to Albany for. Cty

Robert Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

Connie Smith
507 E. 22nd
Albany, OR 97321

Dear Ms. Smith:

Thank you for your letter of June 9, 1976, regarding the highway conditions in the City of Albany. As you know, the Highway Division recently conducted a series of meetings to discuss highway conditions, our financial condition, and the type of a program which the public feels would be in the best interest of the highway system during the next six year period. A final program will be put together based on the response we got at these meetings and considering, too, the letters which we receive from citizens such as you who are interested in highway improvements.

Money for any kind of highway improvement, including traffic signals is in short supply at the present time. Many traffic signal installations were made in the past with State Highway dollars and not as a part of the federal-aid highway program. Our financial condition today necessitates this type of an improvement being placed in the federal-aid program and the subsequent justification for each project, in order to receive federal-aid financing. There is a national system of warrants in determining the need and the priority of a traffic signal installation. Each traffic signal which is requested, is studied by the Traffic Engineering Section and by the Traffic Engineer assigned to my region. If it meets the minimum warrants it is then placed on a state-wide priority list and considered for construction when its place on this list approaches the top. This is the situation with the traffic signal at Pacific Boulevard and 34th Street. This priority list is updated every year, and I do not know at the present time where this particular signal falls on the priority basis.

The surface condition of Highway 99 from the I-5 exist in Albany to the intersection of Highway 34, is of considerable concern to us in the Region and to our District Engineer in Corvallis. We hope to have an overlay program underway during the next fiscal year beginning the first of July of 1976. Again this work will be done with available funds on a priority basis, statewide. Until the program is formulated on a statewide basis, we will not know where this particular project falls and will not be able to determine when it will be considered for contracting.

Your comments will be forwarded to the Project Management Section of the Highway Division and will be, I am sure, considered in the formulation of a final six-year construction program. I appreciate your interest and thank you for your response.

Very truly yours,

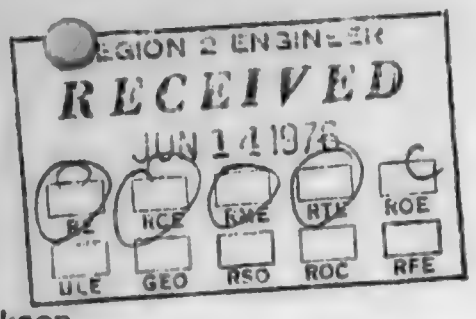
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

COF/elf

bc: Ed Hunter
Larry Rullen

22-12



Ms. Connie Smith
507 E. 22nd
Albany, OR 97321

June 9, 1976

Charles O. Frederickson
Regional Engineer
2960 E. State St.
Salem, OR 97310

Dear Mr. Frederickson:

I am a resident of Albany and travel most portions of the state highways in this area. I travel daily Hwy 99 between the Albany I-5 exit and the intersection of Hwy. 34. As a concerned citizen for traffic safety, I would like to point out some very serious traffic hazards:

At the intersection of Pacific Blvd. (Hwy. 99) and 34th St., in Albany, the traffic is so heavy at rush hour time (8:00 a.m. and 5:00 p.m.) that the 2 lane highway is not substantial for cars entering or leaving Pacific Blvd. to or from 34th St. There is a definite need of a traffic signal. My ordinary route to work (at Linn-Benton Community College south of Albany) from home would be via 34th St. and because entering Pacific Blvd at that Stop Sign is so dangerous and after several near misses, I now travel a mile out of my way via residential streets to reach a traffic signal on Queen Ave. I urge you to study this situation very closely. Since Linn-Benton Community College's campus came into existence over 3 years ago, the enrollment growth has definitely contributed to the increased traffic on this portion of highway.

I am also concerned about the surface condition of Hwy 99 (Pacific Blvd.) from the I-5 exit in Albany to the intersection of Hwy 34. It is in extremely poor condition. Large cracks, hole and ruts seem to be a permanent part of this highway and again, I urge you to study this situation closely and recommend improvements.

Sincerely,

Connie Smith

Connie Smith

8583

22-15

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

June 15, 1976

Robert Straub
GOVERNOR

P. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

Mary Anne Briggs
3709 S. Pine
Albany, OR 97321

Dear Ms. Briggs:

Thank you for your letter of June 10, 1976, regarding the traffic signal at 34th Avenue and Pacific Boulevard in Albany. We realize that there is a traffic problem at this location, and the situation has been studied by both the Region Traffic Engineer and the Traffic Section of the Highway Division.

As you may know, the financial condition of the Highway Division, at this time, is not too good. Many of the projects which, in the past, were financed with State Highway revenues, are now being considered for federal-aid financing since State Highway revenues are in short supply. Traffic signals are justified on the basis of a system of national warrants, and any investigation of a traffic signal must determine whether these warrants are met. If they are, the severity of the problem dictates the position which it will occupy on a statewide priority list, and the time when an improvement of this type can be scheduled for contracting.

A priority list for traffic signals is prepared annually by the Traffic Division, and until such time as the new list is prepared, we will not know where this particular problem lies on a statewide priority basis. Your letter will be forwarded to the Project Management Section of the Highway Division for consideration in putting together a six-year construction program for highway improvements.

Thank you again for your interest.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

COF/elf
bc: Ed Hunter
Larry Rulien

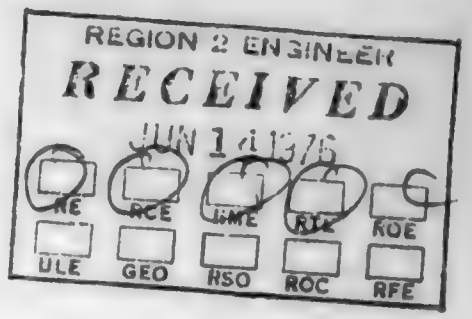
noted

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 10, 1976
22-15

Charles O. Fredrickson
Regional Highway Engineer
2960 E. State St.
Salem, Oregon 97310



Dear Sir,

I understand you will be holding a meeting in Albany concerning a traffic light at 34th Ave. and Pacific Blvd. If you have ever attempted to turn left from 34th onto Pacific Blvd. within a half hour of class time at Linn Benton Community College you would realize the need for a light. This is next to impossible todo. I would like your reasoning in putting a light at Waverly Dr. and Queen Ave. if you feel it is not necessary for one at 34th Ave. and Pacific Blvd.

I hope you will reconsider and put a light at 34th and Pacific before next winter.

Sincerely

Mary Anne Briggs
3709 S. Pine
Albany, Ore. 97321

8583

PLA-6

8

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

June 11, 1976

Robert Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

Virginia and Bob Andrews
5052 SW Joanna Place
Albany, OR 97321

Dear Mr. & Mrs. Andrews:

Thank you for your letter of June 7, 1976, regarding the Six-Year Highway Improvement Program which will be presented to the Oregon Transportation Commission either late in June or early in July. This presentation will be based on what response we received at our six-year preliminary program meetings and upon public response to the program such as was contained in your letter.

COPY for Albany 21-10

The financial condition of the Highway Division is of utmost concern to us in the highway planning and construction field. Many of the things which we were capable of doing and financing with State Highway revenues are no longer being considered for this type of funding, since the money is no longer available. We are therefore attempting to finance many of these type of projects with federal-aid dollars and the justification and priority ranking of projects must be established before they can be considered for federal participation. This is particularly true with the installation of traffic signals, and the need for this type of improvement is very large statewide. Each traffic signal installation takes it place on a priority listing throughout the State of Oregon and must await the time when they rank highest on this priority list before they can be designed and placed under contract.

The resurfacing of Pacific Boulevard will fall into somewhat the same category in that although monies are available for overlay they will be programmed so that the areas most in need of this type of improvement will be done first.

Your letter is being forwarded so that your ideas may be considered in the preparation of the final program. I appreciate your interest and thank you for responding.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

COF/elf
bc: E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

June 9, 1976

Charles O. Indreboe
Regional Highway Engineer
2960 E. State St
Salem, OR 97310

REGION 2 ENGINEER
RECEIVED
JUN 9 1976
RE RCE RME RTE ROE
UIE GEO RSO ROC RFE

Dear Mr. Indreboe

The meeting in regards to the coming Oregon Transportation Commission meeting - concerning 2 projects in Albany. The first, and most important is the drastic need for a traffic light at 34th Ave & Pacific Blvd. I have waited at that corner & waited & waited to turn onto Pacific Blvd. I have also driven South on Pacific Blvd. daily (I live on Joanne Place - south of the Y 1½ miles) & work at Methodist Church Kinder - garten.

Are you aware there have been

many accidents there? - the most recent serious one has left a 20 yr old girl in Nursing Home at Mt Angel still receiving therapy. 2 children have been killed in the vicinity since work began in Albany. Pacific Blvd. does need resurfacing through town it does needs widening. As Hwy 34 but the stop light is an improvement must. I ask you - please put in the 4 parking lot any time during the day 7:30 am till 7:00 pm & please the traffic taking chances - better yet, come down 34th Ave & Hwy to turn left onto Pac. Blvd.

Thank you for your attention.

Virginia & Ed Andrews
5052 SW Joanna Place

.8584 Chemawa Rd.-Hayesville Int 1977
Sec. of Pacific Hwy. E.
(Roadside improvement)

#8584 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628 12-31-79 2

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-24-79	Bill Kappus, Area Engineer		FF-26(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ALLOWED**	**CONTRACT TIME**
12-5-77	12-6-78	completion date: 12-15-77	specified date 11-30-77
APPROVED EXTENSIONS to 1-9-78	**LOCATION** See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHEMAWA RD.-HAYESVILLE INTCHG.
PACIFIC HWY. EAST
Roadside Improvement

This project provided the planting of trees and shrubs on Pacific Highway East between Chemawa Road and the Hayesville Interchange, Salem, Oregon.

The final project cost was $10,948.15 which was very close to the original estimate of $11,178.64.

A final inspection of the completed work was made November 2, 1978 near the end of the establishment period.

All appropriate documents have been received and acceptance is recommended.

RECEIVED
STATE HWY ENGR
NOV 2'79
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-2 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer	SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer
W. H. Kappus		G. K. Hossner	
TITLE: Area Engineer	DATE: 10-29-79	TITLE: Field Operations Engineer	DATE: 10-29-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

8584

8

December 13, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $86.44 will be made to Castile Landscaping, Inc. on Contract No. 8584 for roadside improvement at the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $8,504.75 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Hkr

cc: Castile Landscaping, Inc.
239 S.E. 53rd
Portland, OR 97215

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

8584

December 11, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 7, 1978, we wrote to you concerning release of final payment on Contract No. 8584 awarded to Castile Landscaping, Inc., for roadside improvement on the Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County.

Final payment on this contract is $950.03 and the total contract amount is $8,418.31. No work was performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

dda

cc Castile Landscaping, Inc.
239 S.E. 53rd
Portland, OR 97215

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8584 O

file: 24-1023

12-4-78

NARRATIVE REPORT
Roadside Improvement Project.
Chemawa Road - Hayesville Interchange
Pacific Highway East
Marion County
Contract No. 8584

This contract was awarded on August 30, 1977 to Castile Landscaping, Inc. of Portland. Work started September 23, with the preparation of planting beds in the two island areas on the south end of the project. Planting of the Tam Junipers was completed on September 26th. Planting material was of exceptionally good quality. Caseron was used for weed control after planting and Roundup was used during the establishment period.

Approximately 18 Junipers were replaced in late fall of 1977, mostly as a result of damage from vehicles crossing and/or getting stuck in the island area. Another ½ dozen were replaced on two occasions in the late summer of 1978. These were replaced partly because of damage from vehicles and partly because they had not developed adequate root systems to support them through the summer.

A buried telephone cable on the west side of the project appeared as a possible conflict with locations for the Littleleaf Linden Trees. The contractor requested permission to use a smaller auger, consequently smaller planting holes, to help avoid hitting the cable. The contractor also requsted a specification change in the height of the trees in order to conform to the specifications for tree height in relation to caliper, as established in the industry manual "USA Standard for Nursery Stock". Priceagreement No. 1 was negotiated to effect this change.

This Price Agreement was later deleted by Price Agreement No. 2 which eliminated the smaller planting hole (the contractor decided to dig holes with a backhoe) and reduced the required 1" minimum caliper to ¾" minimum caliper. This was necessary because if inavailability of specification stock in nursuries in the Northwest area. A price reduction was included.

Several trees were topped by vandals and two or three died for unknown reasons. These were replaced during the establishment period.

In the preliminary plans review, I recommended elimination of the 24 Frazier Photinia at the Chemawa Road intersection. I felt they would be objectionable to the property owners because of the view restriction. They were included in the contract and were planted as planned. The property owners objected and SFO No. 1 was written to have maintenance remove them and replant them at other locations.

Green 2"x2" stakes with rigid wire ties were used to support the trees. As of this time, they appear to be working very well. In some cases, double wire

Cont.

Keesey Richards
Jackmond Berg
Hopkins RECEIVED Inloes
Williams DEC 4 1978 Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

nuts were required to eliminate loosening from the post. The specifications on page 11 of the special provisions is not too clear on either the length of the 2 x 2 posts or the length of 9 guage wire -- (24"?).

Work on the project was completed on November 2, 1978 and final inspection was held on November 6, 1978.

A time extension of 15 days was requested and granted due to late avaiablility of the Littleleaf Linden Trees. Only 5 days were actually required.

K. D. Wolfe
Res. Engr.

XC: Landscaping

Verpleeg
Christensen
George
Olson
Terpstra
Sullivan
Scott
Andersen

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DEC 0 - 1978
ENGINEERING SECTION

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Do Not File
Return To
Bring Up ___/___/___
Action

8584

1E

Salem, Oregon
November 16, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Landscape Inspection
Chemawa Road-Hayesville Interchange

Ted Litchfield
Region 2 Operations Engineer

Your suggestion that the Landscape Unit inspect highway landscape contracts may be a good idea. The current staff of the Landscape Unit consists of one LD 3 who is presently overworked. Until such time as the landscaping staff is built up to a more reasonable level the Resident Engineers are stuck with inspecting all landscaping projects.

JHV:jh
cc: Bill Kappus (FHWA)
Ken Wolfe
Keith Wolcott
R. L. Schroeder
C. T. Keasey

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen
Trout

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NOV 17 1978
ENGINEERING SECTION

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Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name: Chemawa Road-Hayesville Interchange				Contract No. 8584
Highway: Pacific East			County: Marion	Prefix No. 24-1023
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality: Satisfactory	Contract Work Progress: Complete	F.A. Project No. FF 26(1)
Inspection date: November 6, 1978		By: Ted Litchfield, Region Construction Engineer		

In company with Bill Kappus, Joe Savage, Aramis Lopez (FHWA), Merle Anderson (Landscape Sect.), K.D. Wolfe (OSHD), Keith Wolcott (OSHD Maintenance)

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This is a satisfactory project, but the plantings placed on the contract are, in some instances, lost within the landscaping planted by adjacent owners.

Consideration should be given to having the Landscape Section inspect this type of project, since the ability of a Resident Engineer to capably inspect a landscape project varies largely with his previous experience on this type of work or personal interest in the art of landscaping. Most Resident Engineers have had no formal training in this field.

/ Versteeg
Christensen
George
1 Olsen
Terpin
Sullivan
Scott
3 Anderson

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NOV 15 1978
ENGINEERING SECTION

Trout

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Bring Up ___/___/___
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(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

Not Closed.	Date opened to traffic or in operation
12-5-77	Date of Second Notification
	Date Contractor's notice for semi-final inspection received
11-2-78	Date Contractor removed equipment, plant, etc.
11-15-78	Estimated submittal date of semi-final estimate
11-6-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~
Road Design Engineer

Signed [signature]

Title REGION CONSTRUCTION ENGINEER

8584

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

DATE: November 16, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

Federal-aid Project
No. FF-26(1)

SUBJECT: Request Contract Acceptance

Contract 8584, Work Completed December 5, 1977

Project Chemawa Rd. - Hayesville Intch.

Highway Pacific East

County Marion

Establishment Period Ended November 2, 1978

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 2, 1978

Conditions not acceptable:

RECEIVED
STATE HWY ENGR
DEC - 4 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | Files

G. K. Hammer
G. L. Green
Division Administrator

NOTED
H.S.COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
DEC 4 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

8584

FORM 81.734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chemawa Rd-Hayesville Int.	WEEK ENDING: Month of October, 1978	SECTION PREFIX: 24-1023
HIGHWAY: Pacific East	COUNTY: Marion	
NAME OF JOB: Chemawa Road-Hayesville Interchange	KIND OF WORK: Roadside improvement	
CONTRACTOR: Castile Landscaping Inc.	CONTRACT NUMBER: 8584	FEDERAL AID PROJECT NUMBER: FF 26(1)
DATE OF CONTRACT: August 30, 1977	DATE WORK STARTED: September 23, 2977	ESTIMATED COMPLETION DATE: November 30, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 15, 1977	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 11,178.64		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 93%
EXCLUSIVE OF ENGINEERING: $ 10,202.34	ENGINEERING AUTHORIZATION $ 976.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 8,513.16	ENGINEERING COST TO DATE $ 1600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 16.6%	PERCENT OF AUTHORIZATION: 164 %	DATE PROJECT WAS COMPLETED: 12/5/77 except Estab. Period

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 18 1978
CONSTRUCTION BRANCH

Kessey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor replaced 17 Little Linden Trees approx 3 weeks ago plus numerous Tam Juniper shrubs. Planting beds require clean-up, spraying & replanting of a few more shrubs. Trees appear to be in good condition.

SIGNED K. D. Wolfe LOCATION Salem

DIST. engr. Salem construction (3) Division file

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8584

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chemawa Rd.-Hayesville Int.	WEEK ENDING: Month November 4 1978	
	SECTION PREFIX: 24-1023	
HIGHWAY: Pacific East	COUNTY: Marion	
NAME OF JOB: Chemawa Rd-Hayesville Intchge	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Castile Landscaping Inc	CONTRACT NUMBER: 8584	FEDERAL AID PROJECT NUMBER: FF 26 (1)
DATE OF CONTRACT: August 30, 1977	DATE WORK STARTED: September 23, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 11,178.64	SPECIFIED COMPLETION DATE: December 15, 1977	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 10,202.34	ENGINEERING AUTHORIZATION $ 976.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 8,513.16	ENGINEERING COST TO DATE $ 2000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED PERCENT: [redacted] UNDERRUN 16.6%	PERCENT OF AUTHORIZATION 205 %	DATE PROJECT WAS COMPLETED: November 2, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 7 1978
CONSTRUCTION BRANCH

Kassey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity.
TUESDAY	Contractor re-planting and cleaning-up project to prepare for final inspection.
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

Final Inspection scheduled for Monday Nov, 6, 1978.

THIS IS THE FINAL REPORT

SIGNED K. D. Wolfe LOCATION Salem

DISTRIBUTION: Construction (3), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8584

8

January 9, 1978

Castle Landscaping, Inc.
239 S.E. 33rd
Portland, OR 97215

Gentlemen:

We have reviewed your request for a 15-day extension of time on Contract No. 8584 for work on Chemawa Road-Keyesville Interchange Section on the Pacific Highway East in Marion County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 15 days to a new completion date of December 15, 1977 is granted because of late availability of Littleleaf Linden trees for planting on this project.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Kaasey
C. O. Fredrickson, Region 2
Robert Church
K. D. Wolfe
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE.
Salem, Oregon 97301

DATE: January 4, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. FF-26(1)
Chemawa Road-Hayesville Interchange
Contract No. 8584 (Roadside Improvement)
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Your December 15, 1977 request for a 15-day extension of contract time for the subject project is approved. This approval is based on the late availability of the Littleleaf Linden Trees due to the wait for dormancy and suitable conditions to move the trees.

for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 9 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8584

DATE: December 15, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Time Extension
Chemaun Road-Hayesville Interchange
Contract No. 8584 (Roadside Improvement)
FAP No. FT-26(1)

Castile Landscaping, Inc. requests a 15-day extension because of late availability of trees to be planted on this project. This is a small landscaping contract on which bids were opened August 25, 1977. The contract amount is $9,663 and one of the principle items of work is furnishing and planting 135 trees. The contractor started work quite promptly on September 23 and had the project more than half completed within two weeks. He then had several weeks of idle time awaiting availability of Littleleaf Linden trees. They were planted last week.

The contractor had to wait for dormancy and suitable conditions to move the trees. We believe this would qualify as a situation beyond the control of the contractor and eligible for extension of the contract time. Liquidated damages accrue at $30 per day. Your concurrence is requested in a 15-day extension as requested by the contractor.

JAB:fr ia

bc C. T. Keasey
John Sheldrake
Robert Church
K. D. Wolfe
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8584

Salem, Oregon

December 13, 1977

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Chemawa Road-Hayesville Interchange
Contract No. 8584 (Roadside Improvement)
Request for Time Extension

Castile Landscaping, Inc. requests a 15-day extension because of late availability of trees to be planted on this project. This is a small landscaping contract on which bids were opened August 25, 1977. The contract amount is $9,663 and one of the principle items of work is furnishing and planting 135 trees. The contractor started work quite promptly on September 23 and had the project more than half completed within two weeks. He then had several weeks of idle time awaiting availability of Littleleaf Linden trees. They were planted last week.

The contractor had to wait for dormancy and suitable conditions to move the trees. I believe this would qualify as a situation beyond the control of the contractor and eligible for extension of the contract time. Most of these fall planting jobs have December 31 completion dates anyway. Liquidated damages accrue at $30 per day. I concur in the field recommendations for the 15-day extension as requested by the contractor. I believe we should submit it to FHWA for their specific approval. Rough draft letters for that purpose and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

B-330 (Rev.)—OSE—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
DEC - 5 1977
RESIDENT ENGINEER

Oregon State Highway Commission
Salem, Oregon 97310

Date December 2, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11/30/77 to 12/15/77, within which to complete our Contract No. 8584, without the assessment of liquidated damages. The said contract is described as follows: MARION COUNTY: Chemawa Road-Keyesville Interchange Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to weather conditions, freeze, snow, rain, the trees were not able to be dug.

Respectfully submitted,

CASTILE LANDSCAPING, INC.
Contractor

By James W. Castile

CONSENT OF SURETY

Date December 2, 1977

We, UNITED PACIFIC INSURANCE COMPANY
(for Bond U 98 75 68), as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Ted R. Boyd
Boyd & Co. Insurance
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8584 Contractor Castile Landscaping Company

Highway Pacific East

Section Chemawa Road-Hayesville Interchange

Kind of Work Roadside Improvement (Landscaping)

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 15-day extension of contract time because of late availability of Littleleaf Linden trees for planting on this project.

Recommended for Approval:

Robert E. Poor
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 8584

Project designation FF-26(1) State Federal

Date awarded August 30, 1977

Work started September 23, 1977

Per cent completed 100% 12-6-77 except establishment period

No. of Workdays Allowed November 30, 1977 Date

No. of Workdays Used All

No. of Added Workdays Requested To Dec 15, 1977

RECEIVED DEC 7 1977

SP*8296-734

8584 8

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chemawa Rd-Hayesville Intchge		WEEK ENDING: December 10, 1977
		SECTION PREFIX: 24-1023
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: Chemawa Rd-Hayesville Interchange	KIND OF WORK: Roadside Improvement (Landscaping)	
CONTRACTOR: Castle Landscaping, Inc.	CONTRACT NUMBER: 8584	FEDERAL AID PROJECT NUMBER: FF-26(1)
DATE OF CONTRACT: August 30, 1977	DATE WORK STARTED: September 23, 1977	ESTIMATED COMPLETION DATE: December 6, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 11,178.64	SPECIFIED COMPLETION DATE: November 30, 1977	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 10,202.34	ENGINEERING AUTHORIZATION $ 976.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 9,030.31	ENGINEERING COST TO DATE $ 1,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 11 %	PERCENT OF AUTHORIZATION . . . . . 102 %	DATE PROJECT WAS COMPLETED: December 6, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December SUNDAY 4	Rain			
MONDAY 5	Overcast, Fair			
TUESDAY 6	rain			Planting and Clean-up completed.
WEDNESDAY 7				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Kessey, Bond, Jackmond, Hopkins, Johnson, Inloes

RECEIVED
DEC 14 1977
CONSTRUCTION SECTION

Richards, Glenn, Berg, Church, Gebauer, Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Contractor replacing trees which did not meet specifications (Caliper). Also worked on weed control in juniper beds.
TUESDAY	No activity.
WEDNESDAY	same.
THURSDAY	same.
FRIDAY	same.
SATURDAY	same.

REMARKS

Planting of project completed, establishment period begins.

Next report due in January for this project (Engineers report).

SIGNED K. D. Wolfe LOCATION Salem

DISTRIBUTION: Construction (3), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8584

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-17-77	State Oregon County Marion Project No. FF-26(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, Jct. I-5 (Hayesville Int.) N. 1.5 mile

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,178	$ 9,590

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Crabtree

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by
Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

a-File

Oregon State Highway Division
Salem, OR Oct. 11, 1977

Federal Aid Project
No. FF-26(1)

Chemawa Road-Hayesville Interchange Section
Pacific East Highway
Marion County

Project Agreement Estimate

Type Code Y003
Roadside Improvement (Sta. 50+00 to Sta. 342+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	440 Sq. Ft.	2.00	880.00
Flagmen	40 Hour	1.00	40.00
Furnishing and Placing Topsoil	10 Cu. Yd.	5.00	50.00
Furnishing and Planting Trees	135 Only	16.00	2,160.00
Furnishing and Planting Shrubs	700 Only	4.55	3,185.00
Soil Conditioner	176 Cu. Yd.	5.50	968.00
Bark Mulch	23 Unit	60.00	1,380.00
			$ 9,663.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required		$ 100.00
	Subtotal		$ 9,763.00
	Engineering		1,415.00
	Total		$11,178.00

Length of Project - - - - - 0.00 mile

Federal Funds (85.80%)	$ 9,590.00
State Funds	1,588.00
Total	$11,178.00

Group 1-100%
Contract No. 8584
Prefix No. 24-1023

1E

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 28, 1977

Tom Savage

FROM: Tom Savage
Landscape Architect

TO: Ken Wolfe
Resident Engineer

SUBJECT: Chemawa Rd.-Hayesville Interchange
Roadside Improvement
Pacific Highway East
Marion County

This letter is to clarify some items discussed at our September 22 meeting.

The tree ties, Section 682.38, must be one of the types listed. The contractor may use the rigid guys. "Plastic Garden Ties", which resemble surveyor's tape, is not acceptable.

Concerning the Frazer Photinia planting bed, in accordance with Section 682.32, the planting bed should be six feet wide (three feet each direction from the row of plants). The row of plants is shown on the plans as a continuous bed, therefore it should be constructed and maintained as a continuous bed. Frazer Photinia is a large shrub. On smaller shrubs, such as juniper, I suggest planting the shrubs closer to the edge of the planting bed.

The exact locations of the trees has been complicated on one side of the street by the buried phone cable. The phone cable is an average of two feet inside the right-of-way line and three feet from the future bike path edge. It is in this 3 foot space that the trees must go. Therefore, I suggest the contractor be allowed to use a 36" auger to dig the tree holes. I talked with George Sanford in Cost Analysis about the difference in cost. With the information I gave him and not knowing the equipment brands, he estimated the following costs:

$8.15 per hole by back hoe
$7.05 per hole by auger
$1.05 per hole less

This seems like a reasonable estimate to me. You may want to talk to George about this. I gave him the following information:

-135 holes
-36" hole by auger or back hoe (the cost per hour for a hole by back hoe same for either 42" or 36" hole)
-30" deep
-probably same type of tractor with different attachment.

I recommend the five foot tree stakes be placed 2-1/2 feet in the ground instead of 3 feet. This would keep the trees a little more upright in wind for better appearance and still not overly support them. Trees develop stronger root systems faster if they are not supported too high. This change would not represent any savings to the contractor, since the stake is placed in the tree hole which will be a minimum of 30" deep.

TS:az

1 Versteeg ✓
Christensen
George
2 Olsen asb
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 30 1977
ENGINEERING SECTION

Trout
Do Not File
Return To file
Bring Up ___/___/___
Action

8584 8-3-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. FF 26(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME: Marion

ITEM NO. 72101

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Primary 26	Primary 1E

GENERAL LOCATION:

"Chemawa Road - Hayesville Interchange Section"

GENERAL DESCRIPTION OF WORK:

Landscape (Code Y003 - Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temporary Erosion Control(EW) $100

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $17,327-Federal Funds $14,866.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-835

1E

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE: 24-1073

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 22, 1977

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: John Sheldrake
REGIONAL ENGINEER

SUBJECT: Chemawa Rd.-Hayesville Inter.
Roadside Improvement
Pacific Highway East
Marion County

Preliminary plans for the Chemawa Road-Hayesville Interchange Roadside Improvement project have been reviewed in the field and appear to be okay except that 2000 English Ivy seem to be about twice as many as needed for the indicated area. Also, the slope on which the ivy is to be placed is steep and erosive. This slope has already been pegged, seeded, and straw-mulched under the preceeding contract at quite an expense. There is a good stand of grass on it and I question the value of tearing it up to put in the ivy - which will probably not afford much erosion protection for at least one winter.

6-28-77
C.C. Tom Savage
Art Brummitt

REGION 2 ENGINEER
RECEIVED
JUN 23 1977
RCE RTE ROE
ROC RFE

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
3 Savage 7
Tr...

RECEIVED
JUN 30 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up 1
Other

1

8584 2-10-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-19(6)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF 1

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO Rubin
FOR
Inp | Invs | R/D | D/R | Sig | Acc | Fin

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-30-75	1-6-77	Primary 3	Primary 1 E

GENERAL LOCATION:

"Chemawa Road - Hayesville Section"

GENERAL DESCRIPTION OF WORK:

Furnish Jute Matting - Furnish and place straw mulch.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 12 in the amount of $505 - Federal Funds $433.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—681-666

SP 704 2-724

1E

Form 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 3, 1977

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Chemawa Rd.-Hayesville Int.
Pacific Highway East
Marion County

TO: MEMO TO THE FILES

Recent RR standards states that with running speeds over 40 mph desirably no trees over 4" diameter should be inside of 30 feet from the travelled way. In urban areas with speeds below 40 mph the minimum distance should be behind the paved should or 2 feet behind the curb.

Landscape plans for the subject project call for the planting of trees of an eventual trunk diameter greater than 4" closer than 30 feet from the driving lane. This design is in agreement with the City of Salem tree planting plan. This section of highway is presently posted for 45 mph, but it is safe to say that by the time these trees will pose any danger to traffic, the area will have been urbanized to a point that the speed will undoubtedly be reduced below 40 mph.

Because of this, and the insistance of the City, it is felt to be justifiable to use the proposed urban standard.

DNS:az
cc: E. S. Hunter
Jack Sollis
L. E. George
J. Sheldrake
T. L. Savage

1 Verstoep
2 Olson
Scott
Swenson
3 Savage
Trout

RECEIVED
FEB 04 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8584 1-5

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 2, 1977

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: Chemawa Rd.-Hayesville
Roadside Improvement Project

TO: MEMO TO THE FILES

On February 1, a meeting was held to review the project with the Council of Governments' representative Bruce Phelps. Attending the meeting were Phil Sterns, Jerry Wimer, Ken Wolfe and myself.

The main items reviewed were:

The plan is street tree planting with a limited amount of shrubs.

Trees have been located to allow proper sight distances to signs.

The plan was designed for minimum maintenance.

Bruce Phelps said the plan agrees with the Street Landscaping Plan in the Salem Area Transit Study and that he concurs with our proposed project.

TLS:az
cc: C. O. Fredrickson
Bruce Phelps, C.O.G.

Vanatoog
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
FEB 0 8 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

8584

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO
FOR

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTED
E. S. HUNTER

cy Rubin - pls proceed as authorized - ESH
a Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308
DATE: December 13, 1976

In reply refer to: 1041EC/510.7

SUBJECT: Second Year Plant Establishment

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

for G. L. Green

RECEIVED
DEC 13 1976
1 3 77

Versteeg
Giving ongoing
contracts for modifying
as outlined.
EO.

RECEIVED
STATE HIGHWAY DEPT.
DEC 14 '76
REFER TO

8584

PRG-6-2

August 11, 1976

TO S. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Bulfen
Program Management Engineer

SUBJECT Program Data Submission
Project No. FF-26(1)
Marion County

We are submitting program data for one project, Item No. 7, Project No. FF-26(1), "Chemawa Rd.-Hayesville Interchange Section", which we desire to have included in the Federal-Aid Priority Primary Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on September 23, 1976.

CL:md

Attachment

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 11, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 99 E., Jct. I-5 (Hayesville Int.) N. 1.5 mi.	ADT	PRESENT: 10,400	FUTURE: 22,900	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping	NATL. FOREST	FH ROUTE NO.	SUFFX ABCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): FF-	NUMBER: 26	
CARD 4	CLASS OF FEDERAL FUNDS: Priority Primary	COUNTY NAME: Marion									
	NAME OF URBAN AREA: Salem	ROUTE NO. P	FEDERAL-AID: * 26	STATE: 1E	U.S.						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43-46	53		(54)(58)	(59)(66)	(67)(76)		
5					PE							
5					ROW							
5					CONST (CODE) Y003		"Chemawa Rd.-Hayesville Intchge. Section"	0.0	14,000	12,000	2,000	
								PROJECT TOTALS 0.0	14,000	12,000	2,000	

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

REMARKS: * Former FAP 3 Project No. F-19(-) Additional data see item FF-1

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 11, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99 E., Jct. I-5 (Hayesville Int.) N. 1.5 mi.	ADT	10,400	22,900	96	10	Oregon	41	A12	7

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								FF-	26	(1)		

Priority Primary

Salem

COUNTY NAME: Marion — CODE: 047

ROUTE NO. P — FEDERAL-AID: * 26 — STATE: 1E — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
ROW								
CONST (CODE) 03		"Chemawa Rd.-Hayesville Intchge. Section"	0.0	14,000	12,000	2,000		ROW - 110' min.; Access control-partia Parking Restrictions-None.
CL		PROJECT TOTALS	0.0	14,000	12,000	2,000		

APPROVAL DATES

REMARKS

* Former FAP 3 Project No. F-19(-)

Additional data see item FF-1 Project No. FF-19(6)

-Over-

CHEMAWA RD.-HAYESVILLE INTERCHANGE SECTION

PROJECT NO. FF-26(1)

Remarks - Continued

Information for PR-37B: ROW-1; ROW-F; Sanitary Facilities-N.

Project Data: The work under this project consists of furnishing and placing topsoil, planting trees, shrubs and incidental work (e.g. placing soil conditioner, bark mulch, etc.) common to this type of project.

Requirements of IM 50-1-70, FHPM 7-7-2; FHPM 7-7-5: This project is considered stage construction as part of the work necessary to complete this section. The work is necessary to conceal the construction scars caused by the work accomplished under Project No. FF-19(6). The cited requirements were complied with under the preceding named project.

Note: (1) This project is in Congressional District No. 2.

(2) This project is on the approved Salem TIP program.

6,58 Alpine/Nelson Rd.-Strawberry 19
Rd. Sec FAS B564 (Bomber Range Rd
SE of Boardman (Grading & paving)

C&Q 5897 10-8-76

OREGON STATE HIGHWAY DIVISION

FORM 01-724-1190

HIGHWAY DIVISION INVOICE

NO. 130665

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-23-80	CC 2066	

CREDIT DISTRIBUTION

325.00	1,173.90
525-1060-297	1,173.90
525-1060-296	1,173.90 CR

MØRRØWC
Morrow County Court
Courthouse
Heppner, OR 97836

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Alpine/Nelson Road - Strawberry Road Section in Bomber Range Road, FAS-B564 Project No. RS-B564(1)			
County Share of Project Costs			$32,673.90
County's Advance Deposit			31,500.00
AMOUNT DUE . . .			$ 1,173.90
FINAL			

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-16-80	CC 2066		525-1060-297

BILL TO: Code:

Morrow County Court

Courthouse

Heppner, Oregon 97836

Attn: Honorable Don McElligott, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Alpine/Nelson Road - Strawberry Road Section in Bomber Range Road, FAS-B564 Project No. RS-B564(1)			
County Share of Project Costs			$32,673.90
County's Advance Deposit			31,500.00
(Please send copy of itemized statement with billing)			
Amount Due			$1,173.90

Advance Deposit Amount	$ 31,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 23,500.00
Balance	$ 8,000.00
Transfer to Highway Fund	$ 8,000.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1751

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

D. E. Swan

SP*35736-714

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9-16-80

COUNTY Morrow Contract No. 8586 Date Completed 6-16-78

PROJECT # RS-B564(1) Section Alpine/Nelson Rd.-Strawberry Rd. Section-Bomber Range Rd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$401,794.94
State Force Order		956.20
Engineering		53,069.13
		$455,820.27
Interest to Contractor	(Non Participation)	$ 150.88
Engineering		319.55
		$ 470.43
Federal Funds Collected		$391,093.79

County's Share of Construction Costs are as follows:

1/2 ($455,820.27 - $391,093.79 + $319.55) + $150.88 = $ 32,673.90

County's Share of Construction Costs	$ 32,673.90
County's Advance Deposit	31,500.00
AMOUNT DUE STATE	$ 1,173.90

Reference: Billing Form CC 2066

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Alpine/Nelson Road-Strawberry Road Section **Morrow County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 25,308.43	
	Type code Y070					
	Archeological Salvage	All Required			319.30	
	Construction					
	Type Code 6201					
	Roadway (Sta. 1+50 To Sta. 150+00)(Sta. 213+25 To 235+75)					
	Final Contract Payment Summary	Lump Sum			$400,294.94	
	SFO #1 Permanent Pavement Striping-State	All Required			956.20	
	Total Participating Construction				$401,251.14	
	Construction Engineering					
	Final Contract Payment Summary	Lump Sum			$ 1,500.00	
	State	All Required			53,069.13	
	Total Construction Engineering				$ 54,569.13	
	Total Participating Costs				$481,448.00	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 132.75	
	Interest Paid to Contractor	All Required			150.88	
	Construction Engineering-State	All Required			308.07	
	Total Nonparticipating Costs				$ 591.70	
	Total Project Costs				$482,039.70	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/26/80.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-5564(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-28-76 To: 3-28-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$482,039.70	$481,448.00	85.80%	$413,082.38	$413,082.38	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	7-15-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

						** JOB TOTALS **		92.71	**	92.71	**	554,131.10	**
ALPINE/NELSON RD-STRAWBRY RD	CONT NO 6586		FA PROJ NOS RS		564001 100								STATE
	525	1080	201	00	P 1							401,759.54	79 79
	525	1080	205	00	N 1							150.03	79 79
	525	1080	270	01	P 1							535.20	78 79
	525	1080	296	00	N 9							414,593.79CR	77 79
	525	1080	297	00	N 9							23,000.00	77 77
	525	1080	298	00	N 9							391,093.79	77 79
	525	1080	900	00	P 1							52,148.43	77 79
	525	1080	500	00	N 1	11.48		11.48				319.55	77 80

TOTAL TO DATE JOB COST SUMMARY					JULY 1980		PAGE 225	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS DEG	END
	525 1080	905	00 P 1			4.87	77	77
	525 1080	920	00 P 1			14.07	79	79
	525 1080	930	00 P 1			901.76	78	78
		TOT	P1			455,[illegible].27		
		TOT	N1	11.48	11.48	[illegible].43		
		** JOB TOTALS **		11.48 **	11.48 **	456,250.70 **		
EIGHTMILE CREEK BRIDGE	CONT NO 9091	FA PROJ NOS RS		560002 100				STATE
	525 1067	201	00	P 1	20,397.00	20,397.00	54,029.00	80 80
	525 1067	204	00	P 1	1,019.05CR	1,019.05CR	2,701.45CR	80 80
	525 1067	296	00	N 9	222.93CR	222.93CR	35,782.03CR	80 80
	525 1067	297	00	N 9			4,[illegible].00	80 80
	525 1067	298	00	N 9	222.93	222.93	31,592.03	80 80
	525 1067	900	00	P 1	1,457.28	1,457.28	5,293.21	80 80
	525 1067	920	00	P 1			56.61	80 80
	525 1067	930	00	N 1	76.44	76.44	76.44	80 80
		TOT	P1		20,934.43	20,834.43	56,673.37	
		TOT	N1		76.44	76.44	76.44	
		** JOB TOTALS **			20,910.87 **	20,910.87 **	56,749.81 **	
WILLOW CREEK BRIDGE	CONT NO 9112	FA PROJ NOS RS		560001 100				STATE
	525 1069	201	00	P 1	20,551.00	20,551.00	114,290.00	80 80
	525 1069	204	00	P 1	1,027.55CR	1,027.55CR	5,714.50CR	80 80
	525 1069	296	00	N 9	886.23CR	886.23CR	81,259.50CR	80 80
	525 1069	298	00	N 9	886.26	886.26	81,259.50	80 80
	525 1069	900	00	P 1	2,977.64	2,977.64	6,028.49	80 80
	525 1069	500	00	N 1	50.04	50.04	50.04	80 80
	525 1069	920	00	P 1			80.31	80 80
	525 1069	960	00	N 1	107.53	107.53	107.53	80 80
		TOT	P1		22,501.09	22,501.09	114,[illegible].30	
		TOT	N1		157.57	157.57	157.57	
		** JOB TOTALS **			[illegible] **	[illegible] **	114,[illegible].87 **	

8586

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-165		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Morrow
MODIFICATION NUMBER 2	8-22-79	Project Number RS-B564(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16 , 19 76 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 475,709.00	$ 483,500.00
Federal funds	$ 408,158.00	$ 414,841.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction bid items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of August , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

BY For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. file

Oregon State Highway Division
Salem, OR August 14, 1979

Federal Aid Project
No. RS-B564(1)

Alpine/Nelson Road-Strawberry Road Section
FAS B564 (Bomber Range Road)
Morrow County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required		$ 25,500.00
Type Code 6201 Roadway (Sta. 1+50 to Sta. 150+00)(Sta. 213+25 to Sta. 235+75)			
Subtotal of Previous Estimate of Oct. 12, 1977			$396,660.00
Previous Estimate Flagman	400 Hour	20.00	$ 8,000.00
Revised Estimate Flagman	802 Hour		$ 16,040.00
		Increase	$ 8,040.00
		Subtotal	404,700.00
		Engineering	53,300.00
		Total	$458,000.00

Length of Project. . . . . 3.239 miles
Cost of Roadway Per Mile . . $141,401.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 25,500.00	$ 21,879.00	$ 3,621.00	$ -
Roadway	458,000.00	392,962.00	32,519.00	32,519.00
Total	$483,500.00	$414,841.00	$36,140.00	$32,519.00

Group 1 - 100%
Contract No. 8586
Prefix - 525-1060
Prefix - 525-1958

April 11, 1979

Rathbone, King & Sealey
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On March 19 we wrote to you concerning release of final payment on Contract No. 8586 awarded to Roy L. Houck Construction Co. for work on the Alpine/Nelson Road-Strawberry Road Section of FAS 8564 (Bomber Range Road) in Morrow County.

Final payment on this contract is $11,034.25 and the total contract amount is $401,794.94. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dds

cc Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8586

PRS-B564

Salem, Oregon
January 30, 1979

W. E. Cole
Design Engineer Supervisor

J. H. Hagedorn
Resident Engineer
Hermiston

Alpine/Nelson Rd.-Strawberry Rd. Sec.
FAS 8564 (Bombing Range Road)
Morrow County
(Const. Contract No. 8586)

This letter acknowledges receipt of the narrative report on the above named project.

Your comments are appreciated and may be helpful in the preparation of plans on future projects.

In reference to your comments on temporary signing for the project, Region 5 recommended that "a normal amount" be included for traffic control, the reason being low traffic volume that should not require elaborate stage construction or signing.

WEC:cj

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Andersen
Trout

RECEIVED
JAN 30 1979
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM 81-714-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

May 31, 1977

FROM: Dale D. Allen
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

S A L E M

SUBJECT: Location Cost Estimate and Award Date
Alpine/Nelson Road
Bombing Range Road, FAS B564
Morrow County

The original estimate for this project exceeded the County's available funds. During the past week, we have been working with George Sanford on possible ways to reduce costs. The attached estimates and report from John Hagedorn outline the alternatives. We recommend the project be worked up with the Class C and Class E mix plus a nominal amount for traffic control. This highway has an ADT of approximately 200 and should not require elaborate stage construction or signing. The special provision should stipulate that the grading and base work will have to be done in such a manner to accommodate traffic at all times.

Award Date: This project has a tentative award date of October. This late date is apparently because of right-of-way delays. The local right-of-way supervisor indicated today that the County is trying to acquire right-of-way by donations. If this is successful, the right-of-way could be cleared in 30 days or less. If not, it would require three months. From a construction standpoint, the project should be awarded in July or August so that the grading could be complete through the prime coat before Winter shutdown (November or December). Would you review your design schedule and keep in contact with Right-of-Way to see if the project can be ready for a July or August letting.

NOTED
W. E. COLE

DDA/dlm
Attachments

cc: Verne Allen
John Hagedorn

Estimates in Design Room
W.E.C.

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 1 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring up 6/1
Other

6-3-77

Bard and I reviewed T.P.&D. with M.E. Schwartz. He has no objection to having T.P.&D. plans in the contract but within the fund limits indicated by D. Allen. Again will review our plans before contracting JHB WHB

8586

FORM 81-784-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ALPINE-NELSON ROAD STRAWBERRY ROAD		WEEK ENDING: June 17, 1978
		SECTION PREFIX: 525-1060
HIGHWAY: FAS B564 (Bomber Range Rd.)		COUNTY: Morrow
NAME OF JOB: Alpine-Nelson Road-Strawberry Road	KIND OF WORK: Grade & Pave	
CONTRACTOR: Roy L. Houck Construction	CONTRACT NUMBER: 8586	FEDERAL AID PROJECT NUMBER: RS B564(1)
DATE OF CONTRACT: Sept. 2, 1977	DATE WORK STARTED: Nov. 3, 1977	ESTIMATED COMPLETION DATE: June 16, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: 185 CWD	WORK DAYS USED: CWD 183
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 450,209.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $ 414,509.70	ENGINEERING AUTHORIZATION: $ 35,699.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 414,509.70	ENGINEERING COST TO DATE: $ 44,924.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 126 %	DATE PROJECT WAS COMPLETED: June 16, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.24	3.24			3.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.24	3.24			3.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	54,460 CY	34,870 Ton			7,920 Ton
TOTAL QUANTITIES CORRECTED TO DATE	54,000	35,390			8,080
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	54,000	35,390			8,080
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	Fence/Deln's 1 2 days 8		0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2 trucks, 1 compresser

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. fair	1		
MONDAY	Pt. fair	1		
TUESDAY	Pt. cloudy	1		
WEDNESDAY	Pt. fair	1		
THURSDAY	Pt. fair	1		
FRIDAY	Pt. fair	1		
SATURDAY	Forecast-Fair	1		

Keasey Richards
Jackmond
Hopkins Berg
Williams Inloes
Johnson Widmer
Glenn Gebauer
Church

RECEIVED
JUN 19 1978
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	Subcontractor on project installing fence & delineators.
THURSDAY	Same as Wednesday.
FRIDAY	Subcontractor finishing up fence work & delineator installation.
SATURDAY	

REMARKS

SIGNED J. R. Hagedorn LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Form 81-734-1366 (9-77)

8586

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

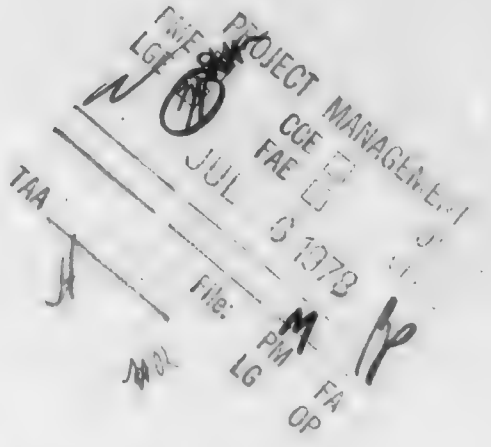
Intermediate ☐
Final ☒

6-12-78

Project Name: Alpine/Nelson Road - Strawberry Road				Contract No.: 8586
Highway: Bomber Range Road			County: Morrow	Prefix No.: 525-1 060
Contract Time Elapsed: 100 %	Contract Work Completed: 100%	Contract Work Quality: Satisfactory	Contract Work Progress: Satisfactory	F.A. Project No.: RS-B564(1)
Inspection date: June 12, 1978		By: R.D. Hector		
In company with: J.R. Hagedorn				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Project completed. Dress up of gravel pit area required.



(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

Never closed	Date opened to traffic or in operation
6/16/78	Date of Second Notification
6/12/78	Date Contractor's notice for semi-final inspection received
7/15/78	Date Contractor removed equipment, plant, etc.
7/30/78	Estimated submittal date of semi-final estimate
6/12/78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Region 5 Construction Engineer

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

May 5, 1978

FROM: Roger Lang
Region Federal Aid Specialist

TO: ~~Memo to~~ the Files

SUBJECT: Alpine-Nelson Road--Strawberry Road
FAS B564, Bombing Range Rd.
Morrow County

Region Engineer W. E. Schwartz, with Bob Hector, John Hagedorn and I met with the Morrow County Court - Judge D. O. Nelson, Commissioner Homer Hughes and Roadmaster Doc Sherer - on Wednesday, May 3, 1978 at 4:30 p.m. to discuss problems and County obligations concerning the above project. This meeting was requested by Judge Nelson on May 2.

The most thorny problem on this project is that Morrow County did not understand they were obligated to place an oil mat from Station 213+25± to 235+75± and that the grade established through this area was temporary in nature.

Mr. Schwartz explained to Judge Nelson the complete history of why this approach to the project was taken; namely, the original project was downscoped to meet the available finances of Morrow County (see letter of January 21, 1977 to F. E. Terpin); the temporary grade was established from Station 213+25 to 235+75 in order to reserve materials for the balance of the project we surveyed during the fall of 1976 and that the 0-9 oil mat (aggregates furnished under contract) would provide an adequate surface until the balance of the project, from Station 150± to the Lexington-Echo Highway, could be constructed; and this same cut section would be the most economical source of materials.

After much discussion, the Court agreed the project should proceed as shown on the Construction Plans and, while they were not happy, they would oil the section.

In reviewing the project files, I fail to locate any commitment from Morrow County showing they would perform the oiling other than the approval of plans on 6-29-77. To me this is somewhat hazy, as the plans merely show 0-9 oil mat (by others). I feel we are somewhat remiss in that no one caught the fact we had no firm commitment from the County to perform the oiling work.

I further feel that when a project is downscoped in this manner, we should show on our construction plans the ultimate permanent grade so it is apparent to all what we are doing. If the design section feels this would be too confusing for the contractor, we should at least show the ultimate intention on a set of plans which the County would approve.

Also, if a Local Government is obligated to perform some function of a project, why don't we show it on the plans - by County, City, Road District

or whatever. If the State is to perform something, show it be State. Using this method, there would be no question in anyone's mind as to who "others" are.

RCL/dlm

cc: Gerald Wimer
J. R. Hagedorn

8586

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Highway 320 - Alpine/Nelson Road

Highway FAS 25-101 Bombing Range Road

County Morrow

Date April 18, 1978 19

Authorization No. 2

Survey Prefix 525-1958 (Assigned by Salem office)

Description of termini, route, length, etc.:

Distance: 5.25 miles

Purpose of survey: Prepare Plans, Spec's & Est. for construction project.

Estimate of cost:

Field	901	15,100	
Final Design	905	3,650	
R/W	909	1,550	
Soils	910	3,200	
Liaison	913	600	
Utility	914	450	
Proj. Mgt.	920	100	
Specifications	921	850	RS-B564(1) 9/28/76
Environmental	923	100	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$25,600
Previous authorization	18,000
Additional authorization requested	7,600
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Mgr. ~~XXXXXXXXXXXXXXXXXX~~

SP*25604-734

H N Mp

8586

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

FAS C

October 24, 1977

Mr. Harold (Doc) Sherer
County Roadmaster
Morrow County
S. Court Street
Heppner, Oregon 97836

Dear Doc:

Re: Bomber Range Road

Between 1952 and 1954, several meetings were held with the Morrow County Court to discuss the route, financing, type of work, etc., but we find no record of any dedication of the road.

The following is the history of work performed on the Bomber Range Road beginning in 1958:

9.34 miles	Oil Mat - N. Unit	-	Contract 5350
	Beginning 10-58	-	Completed 5-59
	$89,900 cost	-	Dorman Construction Co.
10.30 miles	Oil Mat - S. Unit	-	Contract 5766
	Beginning 8-60	-	Completed 9-60
	$40,700 cost	-	Newport Construction Co.
8.33 miles	Grade-Pave-		Irrigon Jct.-Middle Fork Juniper Canyon-Contract 7667
	Beginning 11-71	-	Completed 8-72
	$398,000 cost	-	L.W. Vail Co., Inc.
3.24 miles	Grade-Pave-		Alpine-Nelson Road-Strawberry Rd.-Contract 8586
	Beginning 9-77	-	Completed -
	$450,200 cost (est)	-	Roy L. Houck Const. Co.

If you need anything additional, please let me know.

Sincerely,

... L SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant Director for Operations

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
Don Harwell

DH:srb

PROJECT MANAGEMENT
PME ☐ CGE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 24 1977
TAA File: PM FA

8586

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 10-31		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Morrow
MODIFICATION NUMBER: 1	10-17-77	Project Number: RS-B564 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$18,000	$475,709
Federal funds	$15,444	$408,158
Other revisions		

This modification is made for the following reasons: Increase cost of preliminary engineering and the inclusion of the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of October, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

16717

G-File

Oregon State Highway Division
Salem, Oregon, October 12, 1977

Federal-aid Project
No. RS-B564(1)

ALPINE/NELSON ROAD-STRAWBERRY ROAD SECTION
FAS B564 (BOMBER RANGE ROAD)
MORROW COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 25,500.00

Type Code 6201
Roadway (Sta. 1+50 to Sta. 150+00)(Sta. 213+25 to Sta. 235+75)

Furnishing Field Laboratory	1 only	1,500.00	$ 1,500.00
Mobilization	All Required		25,000.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	350 sq.ft.	5.00	1,750.00
Temporary Barricades	2 only	150.00	300.00
Temporary Plastic Safety Markers	4 only	100.00	400.00
Flagmen	400 hour	20.00	8,000.00
Clearing and Grubbing	All Required		26,000.00
Removal of Structures and Obstructions	All Required		2,500.00
General Excavation	54,460 cu.yd.	1.00	54,460.00
Trench Excavation	150 cu.yd.	10.00	1,500.00
Finishing Roadbed and Slopes	All Required		2,500.00
Watering	800 M-gal.	10.00	8,000.00
Aggregate Subbase	15,600 cu.yd.	2.25	35,100.00
3/4" - 0 Aggregate Base	8,350 ton	5.00	41,750.00
3/4" - 1/2" Material in Stockpile	125 cu.yd.	10.00	1,250.00
1/2" - 1/4" Material in Stockpile	60 cu.yd.	10.00	600.00
1/4" - #10 Material in Stockpile	85 cu.yd.	10.00	850.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	3,750 ton	11.00	41,250.00
Class "E" Asphalt Concrete Mixture	4,170 ton	11.00	45,870.00
Asphalt Cement in Mixture	540 ton	88.00	47,520.00
Portland Cement or Lime Additive in Class "E" Mixture	42 ton	60.00	2,520.00

Asphalt in Tack Coat	10 ton	$150.00	$ 1,500.00
3/4" - 0 Aggregate in Prime Coat	550 ton	12.00	6,600.00
MC-250 Asphalt in Prime Coat	55 ton	135.00	7,425.00
12-inch Culvert Pipe	98 lin.ft.	13.00	1,274.00
18-inch Culvert Pipe	586 lin.ft.	16.00	9,376.00
Extra for Pipe Under Pavement	60 lin.ft.	20.00	1,200.00
Type 1 Fence	4,700 lin.ft.	1.70	7,990.00
Extra for Asphalt Approaches	8 only	200.00	1,600.00
Delineators	105 only	15.00	1,575.00
Roadside Seeding and Mulching	4 acre	500.00	2,000.00
			$391,660.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Erosion Control	All Required	2,000.00
Extraordinary Winter Maintenance	All Required	2,000.00
		$ 5,000.00
Subtotal		$396,660.00
Engineering		53,549.00
Total		$450,209.00

Length of Project - - - - - 3.239 Miles
Cost of Roadway Per Mile- - $138,996.29

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 25,500	$ 21,879	$ 3,621	$ -
Roadway	450,209	386,279	31,965	31,965
Totals	$475,709	$408,158	$35,586	$31,965

Group 1 - 100%

Contract No. 8586

Prefix: 525-1060
Prefix: 525-1958

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 12-100	FEDERAL-AID PROJECT AGREEMENT 12-16-76	County Morrow
		Project No. RS-3564(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 10 mi. N.E. of Lexington

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-28-76	5.22
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,000	$ 15,444

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Glen files

Oregon State Highway Division
Salem, Oregon December 9, 1976

Federal Aid Project
No. RS-B564(1)

Alpine/Nelson Rd.-Hwy. 207 Section

Bombing Range Co. Rd. in Morrow County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$18,000.00
	TOTAL	$18,000.00

Length of Project ---------- 5.22 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 18,000.00	$ 15,444.00	$ 2,556.00	$ -
Retain in P.S.& E.				
Contract Work	410,000.00	351,780.00	29,110.00	29,110.00
TOTAL	$428,000.00	$367,224.00	$31,666.00	$29,110.00

Group 1 - 100%

Prefix - 525-1958

8586

August 30, 1977

Morrow County Court
Courthouse
Heppner, OR 97836

Attn: Mr. Harold Sherer
County Roadmaster

Gentlemen:

On August 25, 1977, a satisfactory bid was received from Roy L. Houck Construction Co., 2705 Lancaster Dr., N.E., Salem, Oregon, 97303, for the Alpine/Nelson Road-Strawberry Road Section, FAS 8564.

The anticipated construction cost based on their bid is as follows:

Bid Items	$391,660.00
Permanent Pavement Striping	1,000.00
Temporary Erosion Control	2,000.00
Extra Water	2,000.00
9% Engineering	35,699.40
4½% Contingencies	17,849.70
ESTIMATED TOTAL COST	$450,209.10

County's Advance Deposit:
7% of $450,209.10 = $31,514.64 or $ 31,500.00

Please make your check in the amount of $31,500.00 payable to the Oregon State Highway Division and send it to Mr. George Strawn, Region 5 Federal Aid Engineer, 2111 Adams Ave., P.O. Box 850, LaGrande, Oregon, 97850 prior to September 16, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

FFH:lml

bc w/att: George Strawn-Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-314 and submit to Finance Branch.

8586

yellow
FAS B564

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

August 22, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Alpine/Nelson Rd.-Strawberry Rd.
FAS B564 (Bomber Range Rd.)
Morrow County

TO: John Hagedorn
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9111	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade
	02	Mainline, Centerline	Profile Grade
	03	Mainline, Centerline	Subgrade
	04	Mainline, Centerline	Profile Grade
	05	Mainline, Centerline	Subgrade
	06	Mainline, Centerline	Profile Grade
	07	Mainline, Centerline	Subgrade
	08	Mainline, Centerline	Profile Grade
	09	Mainline, Centerline	Subgrade

Attachment
cc: Carl Barner

8586 8-22-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: RS-B564(1)

STATE PROJECT NO.: See below

COUNTY NAME: Morrow

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-117

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-11-77	Secondary B-564	County Rd.

GENERAL LOCATION:

"Alpine/Nelson Rd.-Strawberry Rd. Section"

GENERAL DESCRIPTION OF WORK:

Program change and archeology study.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change and archeology study
TEC NTE $325 - F.F. $278

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 8, 1977, letter this will confirm Mr. Kappus' verbal authorization for program change, adding archeology study, and authorization to proceed with the work effective July 11, 1977.

A signed copy of the archeology authorization is attached.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-77	D. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8586

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8586

8-3-77

2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL: RS-B564(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-117

COUNTY NAME: Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77

REFER TO

FOR

Info | Init. | R/W | D.E. | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Secondary 564	County Road

GENERAL LOCATION:

"Alpine/Nelson Rd. - Strawberry Rd. Section"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement (Code 6201 - 5.22 Miles)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. J. B. Boyd dated July 26, 1977, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hoosen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

Section Alpine/Nelson Rd-Strawberry Rd

Highway FAS 8560 (8586)

County Mariposa

Kind of Work Grading And Paving

Prefix 525-1958

Programming Estimate $ 410 000

Project Length 3.21 miles

Completion Time 185 cal. w/days (June 20, 1978)

FA Project No. RS-B564(11)

ROUTING SLIP

DATE: 7/21/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 5
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Geo Strawn

FROM: Loc! Prog U.

COMMENTS:

Please forward one copy to the county for their info.

FORM 61-734-5100 (REV. 9-76) BP*38582-734

CONSTRUCTION AUTHORIZATION

Contract Amount $ 357,219 50

1,000

2,000

$ 5,000

Misc. Permit Fees

Extraordinary Water Maintenance 2,000

$ 362,219 50

Contingencies (4-1/2%) 16,299 88

Engineering (.09 %) 32599 76

SUBTOTAL $ —

Credit for

Estimated Net Authorization, Construction $ 411,119 14

APPROVED

Road Design Engineer

BEN GIFFORD

Section Alping/Nelson Rd-Strawberry Rd Programming Estimate $ 410 000

Highway FAS B564 Project Length 2.21 miles

County Morrow Completion Time 185 cal. w/days

Kind of Work Grading And Paving (June 20, 1978)

Prefix 525-1958 FA Project No. FS - B564(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 357,219 50

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	1,000
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	2,000
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	
Extraordinary Water Maintenance	2,000

$ 5,000 –

$ 362,219 50

Contingencies (4-1/2%) 16,299 88

Engineering (.09 %) 32599 76

SUBTOTAL $ —

Credit for _____ —

Estimated Net Authorization, Construction . . . . . $ 411,119 14

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 6-30-77

Section Alpine/Nelson Rd.--Strawberry Rd. Section County Morrow

Kind Of Work Grading And Paving Length 3.3± Mi. Name Gallaher

7-5-77 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Furnishing Field Laboratory		Each	1	1500.00	1500
2	Mobilization (8%)		Lump Sum	All Spec.	Lump Sum	26,400
3	Temporary Protection And Direction Of Traffic		Lump Sum	All Spec.	Lump Sum	6000
4	Temporary Signs		Sq. Ft.	350	6	2100
5	Temporary Barricades		Each	2	100	200
6	Temporary Plastic Safety Markers		Each	4	75	300
7	Flagmen		Hour	400	19.50	7,800
	ROAD WORK					
8	Clearing And Grubbing		Lump Sum	All	—	3,500.00
9	Removal Of Structures And Obstructions		Lump Sum	All	—	2,500.00
10	General Excavation		Cu. Yd.	54460	1.40	76,244
11	French Excavation		Cu. Yd.	150	10.00	1,500
12	Finishing Roadbed And Slopes		Lump Sum	All		5,000
13	Watering		M. Gal	800	10.00	8,000
14	Aggregate Subbase		Cu. Yd.	15,600	1.50	23,400
15	3"-0 Aggregate Base		Ton	8,350	3.05	25,467.50
16	3"-¼" Material In Stockpile		Cu. Yd.	125	5.00	625
17	½"-¼" Material In Stockpile		Cu. Yd.	60	6.00	360
18	¼"-0 Material In Stockpile		Cu. Yd.	85	6.00	510

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 6-30-71

Section Alpine/Wilson R.L. Strawberry Rd

County Morrow

Kind Of Work Grading & Paving

Length 3.4 mi

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	Class "C" Asphalt Concrete Mixture In Leveling And Base Course		Ton	3750	9 30	34,875
20	Class "E" Asphalt Concrete Mixture		Ton	4170	10 30	42,951
21	Asphalt Cement In Mixture		Ton	540	84 00	45,360
22	Portland Cement Or Lime Additive In Class "E" Mixture		Ton	42	75 00	3,150
23	Asphalt In Tack Coat		Ton	10	200 00	2,000
24	¾"-0 Aggregate In Brine Coat		Ton	550	11 00	6,050
25	MC-250 Asphalt In Brine Coat		Ton	55	150 00	8,250
26	12-inch Culvert Pipe		Lin. Ft.	98	19 00	1,882
27	18-inch Culvert Pipe		Lin. Ft.	586	15 00	8790
28	Extra For Pipe Under Pavement		Lin. Ft.	60	10 00	600
29	Type I Fence		Lin. Ft.	4700	1 75	8,225
30	Extra For Asphalt Approaches		Each	18	125 00	1,000
31	Delineators		Each	105	16 00	1680
32	Roadside Seeding And Mulching		Acre	4	500	2,000
					(~~356,619 50~~)	
					357,249 50	

8586

6-29-77

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A	Stage Construction
2B	Temporary Protection & Direction of Traffic
2C	Pipe Data
2D	Summary
3-8 Incl.	Plan & Profile

STATE O

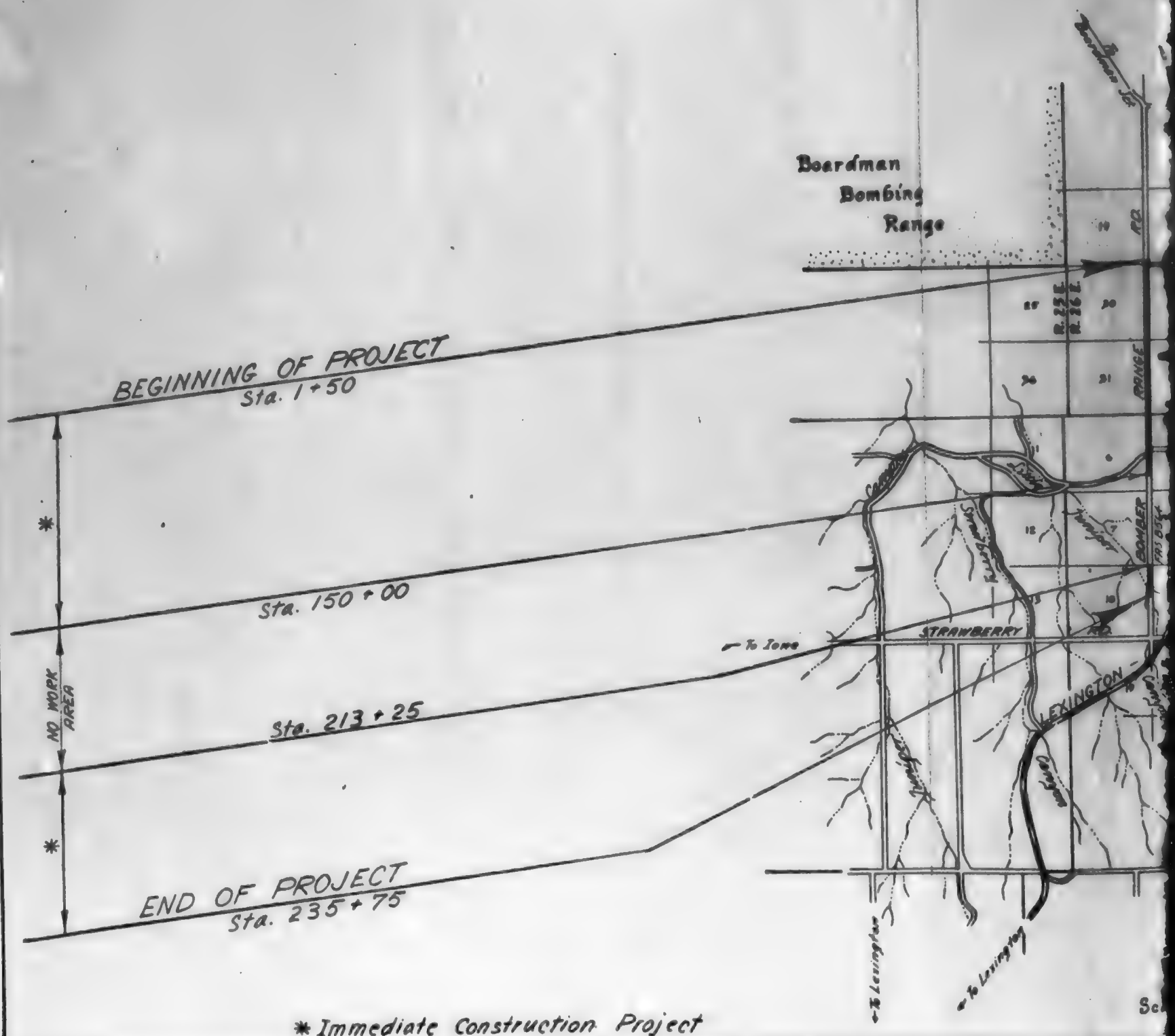
STATE HIGH

PLANS FOR P

ALPINE/NELSON RD.

FAS B564(BO

MORRO



* Immediate Construction Project

Type Written Copy

E OF OREGON
GHWAY DIVISION
R PROPOSED PROJECT

PRELIMINARY COPY
JUN 23 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

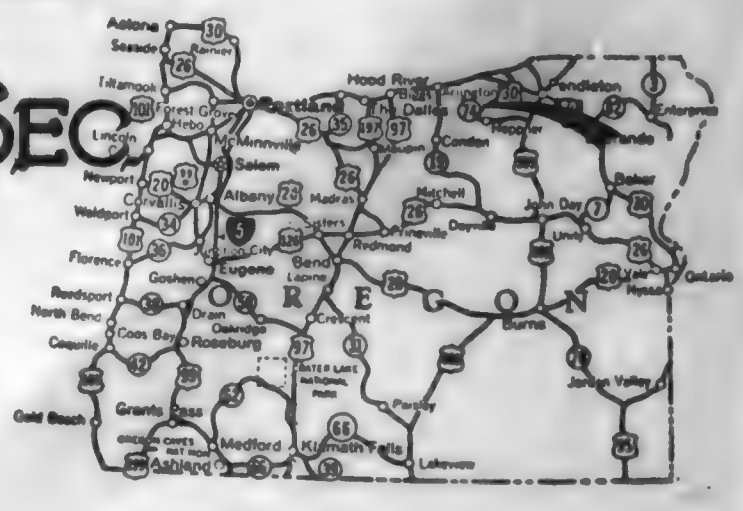
ALPINE/NELSON RD.~STRAWBERRY RD. SEC. FAS 8564 (BOMBER RANGE RD) MORROW COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

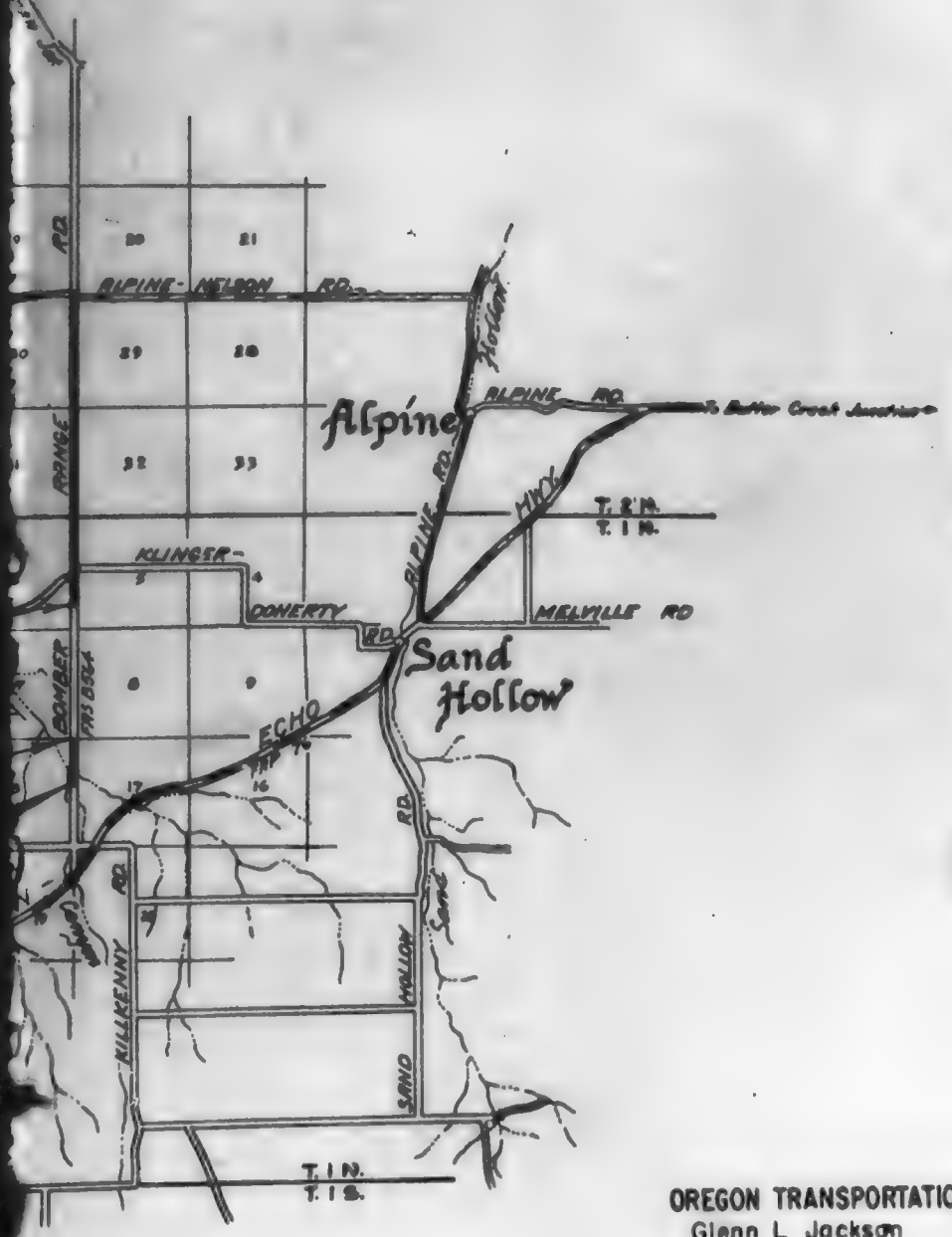
FAS-C

D.~STRAWBERRY RD. SEC.

(BOMBER RANGE RD.)

RROW COUNTY





Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED

BY MORROW CO.

Judge Paul McJones

Comm. Homer W. Hughes

Comm. Warren McCoy

Date 6/29/77

REGISTERED PROFESSIONAL ENGINEER OREGON OCT. 20, 1959 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER OREGON MAY 23, 1969 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8586

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

6-29-77

Subject: Federal Aid Project No. RS-B564(1)
Project Name Alpine-Nelson Road Section
Bombing Range Road FAS-B564 (formerly 25-101)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Heppner, Oregon, this 29 day of July, 1977

County of Morrow

Delwin O. Nelson
County Judge/~~Chairman~~

Certified By:

Vern G Allen
Regional Right-of-Way Supervisor
Date 8/2/77

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8586

Form 81-724-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

May 31, 1977

FROM: Dale D. Allen
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

S A L E M

SUBJECT: Location Cost Estimate and Award Date
Alpine/Nelson Road
Bombing Range Road, FAS B564
Morrow County

The original estimate for this project exceeded the County's available funds. During the past week, we have been working with George Sanford on possible ways to reduce costs. The attached estimates and report from John Hagedorn outline the alternatives. We recommend the project be worked up with the Class C and Class E mix plus a nominal amount for traffic control. This highway has an ADT of approximately 200 and should not require elaborate stage construction or signing. The special provision should stipulate that the grading and base work will have to be done in such a manner to accommodate traffic at all times.

Award Date: This project has a tentative award date of October. This late date is apparently because of right-of-way delays. The local right-of-way supervisor indicated today that the County is trying to acquire right-of-way by donations. If this is successful, the right-of-way could be cleared in 30 days or less. If not, it would require three months. From a construction standpoint, the project should be awarded in July or August so that the grading could be complete through the prime coat before Winter shutdown (November or December). Would you review your design schedule and keep in contact with Right-of-Way to see if the project can be ready for a July or August letting.

NOTED
W. E. COLE

DDA/dlm
Attachments

cc: Verne Allen
John Hagedorn

Estimates in Design Room
W.E.C.

✓ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 1 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring up
Other

6-3-77

Bard and I reviewed T.P.&D. with M.E. Schwartz. He has no objection to having T.P.&D. plans in the contract but within the fund limits indicated by D. Allen. Agnew will review our plans before contracting WHB

FORM E-00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Hermiston

☐ RE ☐ RCE ☐ RBE ☐ RME

☐ ROE ☐

☐ RDE ☐

MAY 27 1977

RECEIVED REGIONAL OFFICE

DATE May 30, 1977

TO W. E. Schwartz
Region Engr.

FROM J. R. Hagedorn
Res. Engr.

SUBJECT Reduction of Location Cost Estimate
Alpine/Nelson Road-Hwy. 320

As I verbally informed you previously, it is possible to reduce Salem's estimate of $537,941. to $451,680; $36,261. by using Tower Road Commercial mix and $50,000. by eliminating Temporary Protection and Direction of Traffic. However, further discussion with designer Bob Gettis and cost analyst George Sanford indicates that going the Commercial plant route is not practical.

First - Gettis verified our suspicions that the costs of the general excavation were figured without taking into consideration the fact that over 50% of the general excavation was to be used in the production of the crushed surfacing aggregates.

Second - Sanford revised downward his prices on most of the items, considerably so on the emulsified asphaltic concrete.

It is now apparent that with the revision of unit prices, there are now two alternatives to consider, both of which would utilize the excess general excavation on the project. Also both would eliminate all but $7,200. (flagging) of the $50,000. Salem originally estimated for Temporary Protection and Direction of Traffic.

First Alt. - Using emulsion mix

Total estimate, including 12½% engr. & cont. $413,586.

Second Alt. - Using "C" & "E" mixes

Total estimate, including 12½% engr. & cont. $360,747.

(See attached copies of estimates)

May 30, 1977

Subject: Reduction of Location Estimate
ALpine/Nelson Road-Hwy. 320

I do not know the dimensions of the typical sections for either the Region estimate using the "C" & "E" mix, or the Salem estimate using the emulsion mix, but based on the quantities shown on the respective estimates, it appears that the emulsion mix pavement was to be somewhat thicker (19% more mix was estimated) than the "C" & "E" combined.

The money difference shown above - $52,839, broken back to A.C. values, indicates that if "C" & "E" A.C. were used, a 40% increase in thickness could be attained at the same total cost of $413,586.

It is obvious to me that we should go back to Regions concept of the job, using the aggregates available on the project, possibly increasing the A.C. depth and/or modifying the limits or other features of the project.

Of course, the one major stumbling block to the entire program is whether or not the County will go along with closing the road to all but local traffic. If so, we have enough flagman hours to handle the local traffic and our special provisions can be written so as to provide for the road to be maintained in reasonable shape while being constructed and during non-work periods.

Set up to keep traffic on work area w/ min. of traffic control.
Allen

8586

Morrow

Salem, Oregon
April 5, 1977

J. E. Vervtaag
Road Design Engineer

J. E. Boyd
Right of Way Engineer
BUILDING

Alpine/Nelson Rd.-Lexington/Echo
Section
Dunbing Range Road (Co. Rd.)
Morrow County

Attached are 7 Files (15 Parcels) and an authorization covering R/W for the subject project.

Please note the attached tabulation of areas on the Westerly side of the road that would be required if a 30 feet R/W was established on that side, which was requested by the Region R/W office.

R/W prints will be delivered to your office by tomorrow.

BY: f

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

Alpine/Nelson Road-Lexington/Echo Hwy. Sect.
Bombing Range Road
Morrow County

R/W Map 9B-15-3

Tabulation of areas for a 30 foot R/W on the Westerly side of the center line of relocated Bombing Range Road through the limits of the Survey Section. (Approx. a 4 foot strip Westerly of the present R/W line, excluding the new R/W required for the project.)

File No.	Owner	Station	Area
None	Far West Farms	2+00 to 15+20	0.12 A.±
49535	Grieb Farms, Inc.	15+20 to 107+57	0.85 A.±
49538	Klinger (Rauch-C.P.)	107+57 to 137+00 142+00 to 200+06	0.80 A.±
49539	Jack Barak	200+06 to 212+50	0.11 A.±
None	Irvin & Mildred Rauch	239+80 to 265+85	0.24 A.±
49540	Julian & Irvin Rauch (Irvin & Mildred Rauch-C.P.)	265+85 to 276+95	0.10 A.±

If the above strips are acquired Parcels 3 and 4 of File 49535 can be deleted.

8586

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

F-AS

Section: Alpine-Nelson Road - Lexington-Echo Highway

Highway: F.A.S. 25-101

County: Morrow

Prefix: 525-1958

Res. Engr. John Hagedorn

Date March 18, 1977

Ten Year Traffic Coefficient 7.1

18 kip s.a. per day 35.6

R value 39

Frost Penetration 30"±

CBE Total Requirement 16.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.5"	A.C. (Future Staging)	- - -
2.0"	E.T.W.S.	3.5
2.0"	E.T.B.	3.5
2.0"	A.L.	2.0
9.5"	Aggregate Subbase	7.5
15.5"		16.5"

PROJECT MANAGEMENT
APR 29 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

N

Rp

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Alpine-Nelson Road - Lexington-Echo Highway

Highway: F.A.S. 25-101

County: Morrow

Prefix: 525-1958

Res. Engr. John Hagedorn

Date March 18, 1977

Ten Year Traffic Coefficient 7.1

18 kip s.a. per day 35.6

R value 39

Frost Penetration 30"±

CBE Total Requirement 16.5"

STRUCTURAL SECTION
*EXISTING ROADWAY
(17'-20' Width)

ACTUAL THICKNESS	COMPONENT	CREDIT
4.5"	A.C. (Future Staging)	
2.0"	E.T.W.S. with an extra allowance (1.0") for leveling.	

Note: E.T.W.S. to be open-graded.

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

* Deflection measurements indicate that for a Ten Year Design Period six inches asphaltic concrete overlay is required. To satisfy the requirement, a two-inch flexible mat will be placed now with the additional stage to be placed at some future date depending upon visual inspections and deflection measurements. The Final Application shown for "New Work" is controlled by the requirements of the "Existing Roadway."

NOTED
MAINOR C. HOLMES

8586

B-564(25-101)
Morrow Co

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 9, 1977

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
FEB 11 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

The Hon. Paul Jones
Morrow County Judge
Courthouse
Heppner, Oregon 97836

Dear Judge Jones:

RE: Proposed FAS-C Project, Hwy. 207-Alpine/Nelson Road Section
Bombing Range Road, FAS B-564

Your recent request to pay the County's share of the above project in two payments has been reviewed by our Local Program Section in Salem. Approval has been granted because it appears the project will not be ready for contract letting until May 26. So, you could make the first half payment in June and the second half right after July 1 and still meet the 30-day period identified in the Construction-Finance Agreement.

Your second request to fund the project at 78% - 22% ratio rather than the 86% - 14% as shown in the Agreement may bear closer scrutiny. Apparently the Local Program Section has set aside FAS monies for your use under the 86% - 14% ratio. The following computations show the circumstance surrounding the two methods of funding based on a total estimated cost of $410,000:

86% Federal Funds	$352,600
7% State Share	28,700
7% County Share	28,700

This funding will involve "borrowing" $31,433 of next year's allocation, but requires $16,400 less deposit from the County.

78% Federal Funds	$319,800
11% State Share	45,100
11% County Share	45,100

Form 81-734-3123

This method would not involve "borrowing" of any future FAS monies but the County share would be $16,400 more than the 86% - 14% ratio.

The options available to you, as I see them, are:

1. Use the 86% - 14% funding, draw on about 3/5 of next year's FAS funds and reduce cash monies, or

2. Use the 78% - 22% funding, retain next year's full allotment of FAS funds but increase cash monies.

We should be able to fund small overruns in event the contract amount exceeds $410,000 regardless of the method selected.

Please examine the two methods available and advise me of your preferance. Do not hesitate to call if you have any questions.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc R. H. Prange

8586

Mr. Roger Lang
Region 5 Federal Aid Engineer

February 3, 1977

Robert H. Prange
Local Projects Manager

Proposed FAS-C Project
Bombing Range Road, FAS B-564
Morrow County

We have reviewed Morrow County's two requests. First of all, to pay their share of the project in two payments; and secondly, to use the 78%-22% method of funding the total project instead of the 86%-14%.

The county's first request can be done because it looks like the project will not be ready until the May 26 bid letting. So Morrow County could conceivably make its first half payment in June and its second half payment right after July 1.

The second request is a little confusing in that Morrow County is not locked into a total project amount of $410,000, and the corresdponding amount of $319,000 in federal funds, even though the project was approved for that amount. It should be made clear to the county that the project may, to a small degree, overrun the approved amount and still be funded at the 86%-14% matching ratio. We still have some Fiscal Year 1977 FAS-C funds in reserve to take care of small overruns and the increase of the federal funding ratio from 78%-22% to 86%-14%.

Note on the latest FAS-C fund status report that Morrow County is $30,613 in the hole with this project funded at the 78%-22% ratio. If they elect to use the 86%-14% funding they will be an additional $32,800 in the red for a total of -$63,413. However, their share (7% of $410,000) should be only $28,700. On the hand, if the county has their original $45,100 (11% of $410,000) available, they would have some of it left to match any overruns if the project were funded on the 86%-14% basis.

RHP:sch

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

8586

FORM 81-794-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 14, 1977

FILE:

FROM: Roger C. Lang
Regional Federal Aid Engineer

SUBJECT: Hwy. 207-Alpine/Nelson Road
Section
Bombing Range Road, FAS B564
Morrow County

TO: G. N. Hopkins
Local Government Programs Engineer

S A L E M

Attached is a copy of a letter from Judge Paul W. Jones requesting a method of paying the County's share of the project which may be contrary to Item 2, Page 2, "Things to be Done by the County", of the Construction Finance Agreement executed on 10-6-76. Present scheduling shows the proposed letting date as April 28, 1977. The Region recommends we allow Morrow County to use this method of furnishing match monies.

Also requested is a revised funding method of 78 per cent FHWA, 11 per cent State and 11 per cent County. When application was made in February of 1976, the above formula was used and $319,800 of FAS-C monies were set aside allowing a total project of $410,000. Using the formula of 86 per cent FHWA, 7 per cent State and 7 per cent County would seriously reduce the amount of the project we could cover. In fact, the $410,000 will not cover the entire route described but more than 50 per cent would be improved.

Your approval is recommended.

RCL/dlm
Attachment

cc: - Judge Paul W. Jones
J. R. Hagedorn

1-17-77
Letter not attached.
Report is mailed.
Jim Lang

PROJECT MANAGEMENT
JAN 17 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Current Est. - Approx $800,000 - 1/14/76

8586

MORROW COUNTY COURT

FAS 0564 (25-101)

PAUL W. JONES, Judge
Heppner, Oregon
WARREN H. MC COY, Commissioner
Irrigon, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

Heppner, Oregon 97836

January 13, 1977

RE ☒ RCE ☐ RBE ☐ RME ☐
ROE ☐ RDE ☐

JAN 14 1977
RECEIVED
REGIONAL OFFICE

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon State Department of Transportation
Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Alpine/Nelson Sect.
Bombing Ranga Road

Dear Sir:

The Morrow County Court has discussed the method by which we can best finance the county's share of the above highway improvement project.

We hereby request that we may be allowed to pay 50% of the county's share in the 1976-77 fiscal year. The balance of approximately 50% we wish to pay in the 1977-78 fiscal year. Either, or both, payments can be made to the Department of Transportation when requested by the Department within the respective fiscal year.

We are also requesting that you revert to the project funding method under which the Federal is to pay 78%, the State 11% and the County the balance of 11%.

We wish to thank the Department for the work which has been done and shall look forward to cooperating with them in the future.

Sincerely,

Paul W. Jones

Paul W. Jones, Judge
MORROW COUNTY COURT

PWJ:ag
cc Hagedorn 1-14-77 dm

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
JAN 19 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8586

FAS-C

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

1-26-77

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Alpine/Nelson Rd - Hwy 320 Section: Bombing Range Road - FAS B 564 (Formerly 25-101)

Project Federal Aid Number: RS-B 564 (-)

Applicant: Morrow County

Contact: Mr. Harold Sherer - Road master.

Federal Aid Funds: FAS___ FAUS___ Other___

Date Project Approved by Trans. Comm.: 7/24/76

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Roger Long says region is taking care of this.

Harold Reynolds
County-City Unit Local Programs Unit.

1/26/77
Date

cc: Right-of-Way Engineer
Region _____ Engineer
Region _____ Federal Aid Engineer
Region _____ Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

86

FAS B564
Morrow Co

FORM 81-734-3030-X

8586

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 21, 1977

FILE:

FROM: W. E. Schwartz
Regional Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Alpina/Nelson Rd.-Hwy. 320 Section
Bombing Range Road (FAS B564)
Morrow County

Being submitted to you this date under separate cover is all location survey data for subject project.

Morrow County made application for an FAS-C project to improve subject section on the mistaken assumption that sufficient funds were available to them to bring the entire 5.25 mile section up to current minimum design standards. The project would have completed this FAS route to current standards.

The County believed they could do this project for $410,000 taking full advantage of their accumulated FAS-C allotment and using a participation ratio of 86% - 14%. They even had to take advantage of the current AOC distribution formula for FAS-C funds to borrow approximately $30,000 against future allocations.

The location survey estimate for the project they wanted is $894,126. This office reviewed the location survey to be sure that it was fully downscoped and the minimum possible improvement was being proposed. We are satisfied that it was.

The project was discussed with the Morrow County Court. They were satisfied that the survey provided for the type of improvement they wanted and no more. They informed us, however, that there was no way they could finance an improvement of this magnitude.

We took the survey back to Region headquarters for further study to determine if any worthwhile improvement could be made within the funding limitations of the County.

Our analysis of this section is that, aside from a narrow and deteriorated roadway, the worst feature is a thorough cut on a 10% grade near the southerly end of the project. No worthwhile improvement could be made without doing something with this grade.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

We found that we could make the contemplated improvement to the northerly 2.83 miles, including an improved connection to Juniper Canyon Road, plus reducing the grade mentioned above from 10% to 5.3% by using the thorough cut as the surfacing material and borrow source. This would be an improvement of approximately 3.1 miles and would eliminate the worst spot in the section. Our estimate is $410,000; the amount the County can fund.

We took this revised proposal back to the County Court for their review and approval. They were satisfied and bought the proposal. They would like to have the project worked up for contract and awarded as soon as possible. They would like to have the project completed during this construction season.

We considered the grade established in the cut to be temporary. The revised estimate, however, was for permanent surfacing since it may be a long time before the County can complete the project. The County may elect not to complete the section with Federal Aid funding and may never touch the cut again once the grade is improved.

The County suggested that since the grade in the cut is temporary, a temporary surface should be placed upon it. They would like to have our contractor crush the oil rock and stockpile it. They would place the temporary oil mat surface. I have no objection to this and would recommend approval. We have made no estimate for completing the surfacing in this manner, but it should reduce the cost of the project slightly.

The important message of this letter is that the County only has $410,000 to work with. Any changes made in your section or the design section must take this fact into consideration.

WESish

cc Hal Versteeg
County-City Section
John Hagedorn

8586

OREGON STATE HIGHWAY DIVISION

Form 81-734-1181 12-76

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Morrow County Court
Courthouse
Heppner, OR 97836

Attention of Mr. Harold Sherer
County Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1751

Date

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $31,500

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer the advance deposit for the construction of the Alpine/Nelson-Strawberry Road Section, Bombing Range Road FAS B564	$23,500	
		Covered by agreement #5877		
		To be retained		$8,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $31,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

525-1060-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:

Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8586

October 8, 1976

Morrow County Court
Courthouse
Heppner, OR 97836

Attention: Sadie Parrish
County Clerk

MISC. CONTRACTS AND
AGREEMENTS No. 5997

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Alpine-Nelsen Road Section of Bombing Range Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8586

fas B 564(25-101)
Morrow Co

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

10-7-76

ROBERT W. STRAUB
GOVERNOR

P. E. KLAROE
Administrator and
State Highway Engineer

The Honorable Paul W. Jones
Morrow County Courthouse
Heppner, OR 97836

Dear Judge Jones:

RE: Highway 320-Alpine/Nelson Road Section, Bombing Range Road,
FAS B 564 (formerly 25-101)

I am pleased to advise you that programming of your proposed project on Bombing Range Road with the Federal Highway Administration is now complete.

Survey work should begin in the near future under the direction of John R. Hagedorn, Resident Engineer, P. O. Box 297, McNary, Oregon, telephone 922-4242. Please direct any inquiries you may have concerning the project to Mr. Hagedorn.

Hopefully the project will be ready for contract letting by Spring of 1977.

Sincerely,

Roger C. Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: J. R. Hagedorn
R. H. Prange
Verne Allen
Harlin Gerlach

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976

Form 91-734-3122

8586 9-28-76 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-B564(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Adm.
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-117

COUNTY NAME: Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Surv	Ad	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-76	9-28-76	Secondary B564	County Road

GENERAL LOCATION:
"Alpine/Nelson Road - Hwy. 207 Section"
(Approx. 10 miles N.E. Of Lexington)

GENERAL DESCRIPTION OF WORK:
PE - grade, drain, high type pavement (Code 6201 miles 5.22)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $18,000 - FF $15,444

☒ OTHER (Specify) Program approval
(TEC $428,000-FF $367,224)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 9-16-76memorandum, I approve this project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 9-16-76 memorandum, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $410,000 - Federal funds $351,780 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-76		Division Administrator

Form PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-466

8586

~~PRO-6-2~~

September 16, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Program Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following Rural Secondary Project:

Item No.	Project No.	Section Name & PMRS No.
117	RS-8564(1)	Alpine/Nelson Rd.-Hwy. 207 Section #7608-2-638

CL:bb

Enclosure
cc: G. L. Croom (FHWA)
D. E. Swan

8586

8

~~PRO 6-8~~

September 16, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rullan
Program Management Engineer

SUBJECT Program Data Submission
Project No. RS-8564(1)

We are submitting program data for one project, Item No. 117, Project No. RS-8564(1), "Alpine/Nelson Rd.-Hwy. 207 Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $18,000 with an obligation of $15,444 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $410,000 with an obligation of $351,780 in federal funds.

One copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

CL:bb

Enc.
cc: W. E. Schwartz (Region 5)

DIST. CT TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-16-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (65 typewriter spaces) 21	Co.Rd., Approx. 10 Mi. N.E. of Lexington 66	ADT	PRESENT DHV 20 150	FUTURE 220 (66)(70)	YEAR 96 (71)(72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 29	P.E., Gr., Dr., H.T. Pave. 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV. AREA (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	RS- 25	NUMBER B564(1) 27	
CARD 4	CLASS OF FEDERAL FUNDS	Rural Secondary								COUNTY NAME	Morrow		
	NAME OF URBAN AREA 17-31	--								ROUTE NO. S	FEDERAL-AID B564 * (32)	STATE Co.Rd. (36)(37)	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (78)		
5					PE			5.22	18,000	15,444	2,556	-
5					ROW							
5					CONST (CODE) 6201		"Alpine/Nelson Rd.- Hwy. 207 Section"	5.22	410,000	351,780	29,110	29,110 (Co.)
							PROJECT TOTALS	5.22	428,000	367,224	31,666	29,110 (Co.)

CARD	CODE	PREPARED BY	
1	1	C.L.	
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (28) REMARKS

* Former FAS Rt. 25-101

FORM PR-1 (REV. 4-61)

9-16-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.Rd., Approx. 10 Mi. N.E. of Lexington	ADT	DHV 20 150	220	96	10	Oregon	41	075	117

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
T. Pave.								RS-	B564(1)			

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Morrow	049	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B564 *	Co.Rd.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			5.22	18,000	15,444	2,556	-	Utility adj. required incl. prep. work.
OW								ROW-40' normal; Access control-none; Parking restrictions-none.
ONST (CODE) 6201		"Alpine/Nelson Rd.-Hwy. 207 Section"	5.22	410,000	351,780	29,110	29,110 (Co.)	
C.L.	PROJECT TOTALS		5.22	428,000	367,224	31,666	29,110 (Co.)	

APPROVAL DATES

REMARKS

* Former FAS Rt. 25-101

-OVER-

ALPINE/NELSON RD.-HWY. 207 SECTION
PROJECT NO. RS-B564(1)

Existing Facility: 20-foot A.C. surfaced roadway with 2-foot gravel shoulders.

Adjacent Sections:
N. End -- 20-foot A.C. surface with 2-foot gravel shoulders.
S. End -- Jct. with State Route 207, FAP 76.

Project Data: Work under this project consists of the following:
(1) Preliminary Engineering all phases.
(2) Grade, drain and H.T. pavement necessary to widen the existing facility to provide for two 11-foot travel lanes with 4-foot paved shoulders. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 16, 1976.

IM 50-1-70 Requirements:
State Clearinghouse -- A-95 review letter of approval dated September 9, 1976.

District 12 Clearinghouse -- Notice of Intent was submitted to the District Clearinghouse on August 4, 1976 and since the Notice has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design -- Not a factor in the development of this project.

Control of Utilities: The State does not have legal authority to control the use of utilities way of this project. A State-County agreement to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional Distri

. 207 SECTION

-foot A.C. surfaced roadway with 2-foot gravel

A.C. surface with 2-foot gravel shoulders.
th State Route 207, FAP 76.

der this project consists of the following:
eering all phases.
H.T. pavement necessary to widen the existing
de for two 11-foot travel lanes with 4-foot
Adjustment of utilities required.

s, Railroads, Water Developments, Historical
: None involved.

s: Nonmajor action project concurred in by

s:
se -- A-95 review letter of approval dated
.

inghouse -- Notice of Intent was submitted
learinghouse on August 4, 1976 and since the
efore the Clearinghouse more than 30 days
is assumed no adverse review or comments

s:
None required under Oregon Action Plan
t).
Not a factor in the development of this

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 2.

8586

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div

PROJECT TITLE: Alpine/Nelson Rd-Lexington/Echo Hwy

DATE: 9/9/76

The state has reviewed your project and reached the following conclusions:

Alpine/Nelson Road - Lexington/Echo Hwy. Section
FAS G564, Bombing Range Road
Morrow County

9-13-76
cc: G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz
Region 5
H. W. Oswald
Dist. 12
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7608 2 630

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP 13 '76
REFER TO
FOR
Info | Inves | R/D | D/R | S/R | ...

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

8 4 76

PNRS #2

(#2) 8586

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 4, 1976

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
Lake County Courthouse
Lakeview, OR 97630

FROM D. E. Swan
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 12
Section: Alpine/Nelson Road - Lexington/Echo Highway
Highway: FAS - G564 Bombing Range Road
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 7, 1976.

BLG: pal

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: W. E. Schwartz
District Engineer: H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Alpine/Nelson Rd.-Lexington/Echo Highway — District 12 [71]

11 [12] PROJECT LOCATION—CITY: FAS-B 564 Bombing Range Road | PROJECT LOCATION—COUNTY: Morrow | PROJECT LOCATION SEC: --- T: 1N R: 26E [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] This project involves preliminary engineering, acquisition of Right-of-Way, grading, paving, and incidental work to upgrade the physical structure of the [71]

07 [12] present roadbed and surface for an overall length of 5.22 miles [71]

08 [12] (see attachments) [71]

09 [12] [71]

10 [12]

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19]	(B) Other [27]	NON-FEDERAL MATCHING FUNDS (C) State [35]	(D) Local [43]	OTHER (E) FUNDS [51]	TOTAL (F) FUNDS [60]
352,000	-----	29,000	29,000	--------	410,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: U. S. Dept. of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: August 4, 1976

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42] September | 43] DAY [44] 7 | 45] YEAR [46] 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 4, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of non-major environmental impact under Oregon's Action Plan. Right-of-Way is required and Action Plan procedures will be followed.

(See Attachments)

HWY. 207 - ALPINE - NELSON RD. SEC.

BOMBING RANGE RD. FAS ROUTE 25-101

Morrow County

8586

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: July 16, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project RS-25-101(-)
Alpine/Nelson Rd.-Hwy. 207
Bombing Range Road
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 7, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for William L. Kyppen
G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, David Fenton, Reg Env)

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8586

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
non-major

RS-25-101(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 28, 1976

Section Alpine/Nelson Road-Hwy 207 Unit (if appl)

County Morrow City

Highway Bombing Range Road State Hwy. No. FAS-C 25-101 (formerly FAS 829)

Termini: M.P.(if appl) 0.00 to 5.22 Length 5.22 miles ±

Region 5 Construction Estimate $410,000
Program Amount

B. Purpose of Project:

To upgrade the physical structure of the present roadbed and surface. This would provide a smoother and more structurally sound road for the transportation of agricultural products and would reduce maintenance costs.

C. Origin & History of Project:

The project was requested by agricultural interests along the route. The County Court has assigned high priority to the project.

D. General Description of Project:

Alignment: New ____ Existing X Combination ____

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 2-3' ; Parking ____

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. 2-3' ; Parking ____

Traffic: Existing Facility: Existing ADT 150-350 ; Projected ADT ____ ; Yr. ____

Existing Level of Service A - Traffic is seasonal

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels_____
(Yes, No)
Not yet known,
Acres very small Type of Relocation Req. None ; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

High county priority

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

The existing alignment is to be maintained as much as possible, therefore, no location alternatives are being considered. Designs are to be prepared.

Other Descriptive Information or Comments:

Traffic would be controlled by flagmen and signs during construction.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project bisects rolling lands which are mostly under cultivation. Soils are dry and subject to wind erosion, and would be subject to water erosion if drainage is not properly controlled. There is some wildlife in the area. No streams are affected by the project.

2. Cultural:

Large wheat ranches are adjacent to the highway section. Noise levels are currently very low as the setting is entirely rural. Minor increases in noise levels will be experienced during construction. No scenic values will be disturbed during construction. A Pacific gas line may be altered.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
There will be no major, significant consequences of right-of-way acquisition.

2. Estimated Impact on Traffic Patterns:

The new road would provide a safer route for farm-to-farm and farm-to-market traffic.

Consequences--Air Quality, Noise, Safety, etc.:

Safety would improve--the new road would not be broken or rutted.

3. Estimated Impact on Land Use:
None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None are expected to be significant.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Will be consistent with the Clean Air Act Implementation Plan.

b. Noise Standards
Will be within Federal Noise guidelines.

c. Water Quality Standards
N/A

d. Area Land Use and Transportation Plans, and Zoning
Will conform.

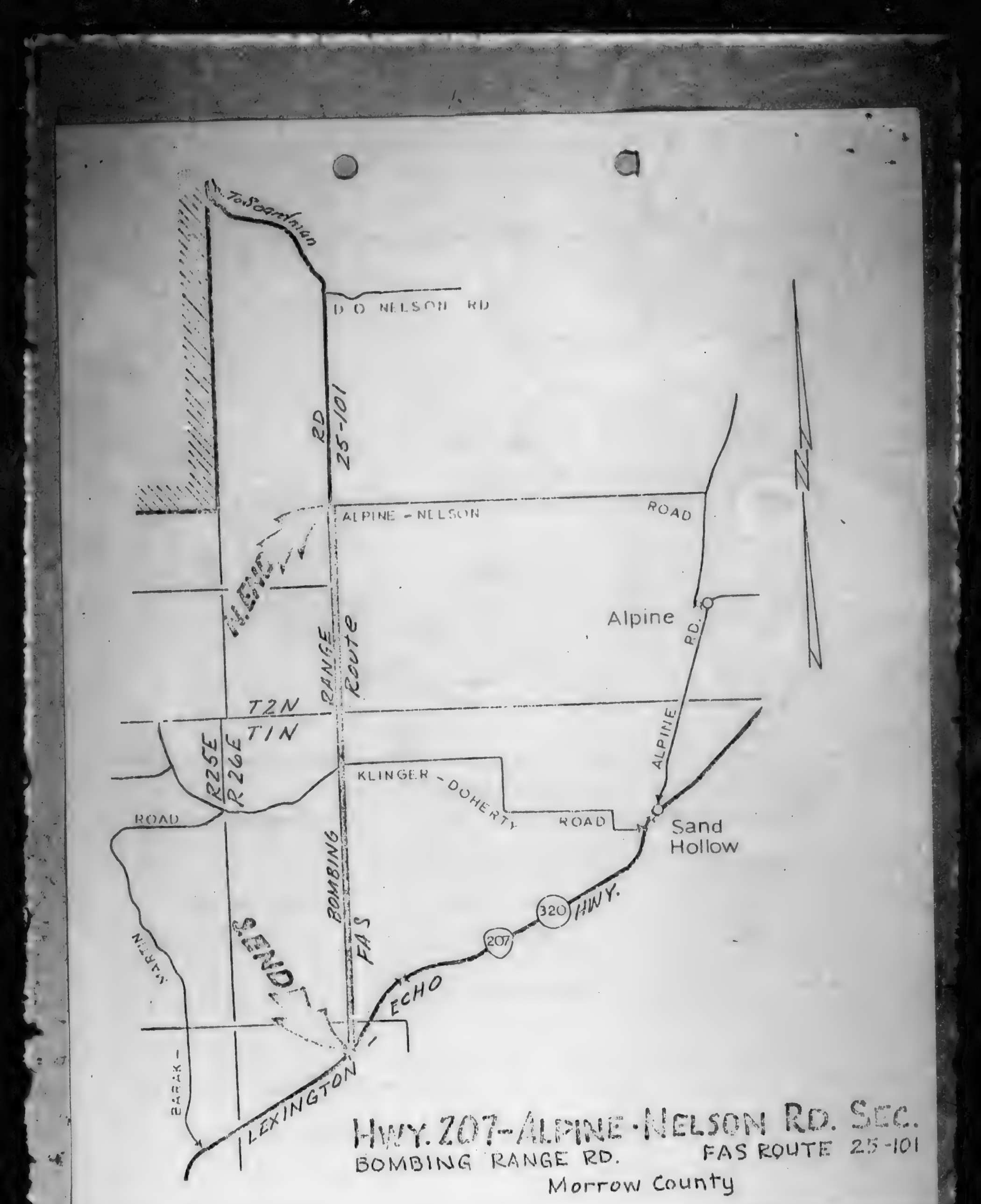
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



HWY. 207 - ALPINE - NELSON RD. SEC.

BOMBING RANGE RD. FAS ROUTE 25-101

Morrow County

8.586

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE February 17, 1976

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating six proposed Federal Aid Secondary projects--one each in Klamath, Morrow, Union and Washington Counties and two in Umatilla County.

The project in Klamath County is for preliminary engineering on the Highway 97-Washburn Way Section of the South Side By-pass, FAS 959. The FAS funds required for the preliminary engineering for this section are estimated to be approximately $350,000 ($38,500 of which will be the cost to the State).

Morrow County's request is for widening and improving the Alpine-Nelson Road--Highway 207 Section of the Bombing Range Road, FAS 25-101. FAS funds required for this project are estimated to be approximately $410,000 ($4,510 of which will be the State's cost).

The first project requested by Umatilla County is a bridge over Brownell Ditch on the Old River Road, FAS 30-137. The FAS funds required for this project are estimated to be approximately $36,000 ($3,960 of which will be the cost to the State).

The other project requested by Umatilla County is also for a bridge over Hermiston Ditch on the Old River Road, FAS 30-137. FAS funds required for this project are estimated to be approximately $72,000 ($7,920 of which will be the cost to the State).

The project requested by Union County is for a bridge over Catherine Creek on Godley Lane, FAS 31-124. The FAS funds required for this structure are estimated to be approximately $94,000 ($10,340 of which will be the cost to the State).

Washington County's request is for a bridge over McKay Creek on West Union Road, FAS 960. The FAS funds required for this project are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

These requests will be on the agenda for the February 24 meeting and I recommend your approval.

Att.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
Don Harwell
W. E. Schwartz
E. S. Hunter
V. E. Skoog
Ed Hardt
George Bell

HR:mm srb

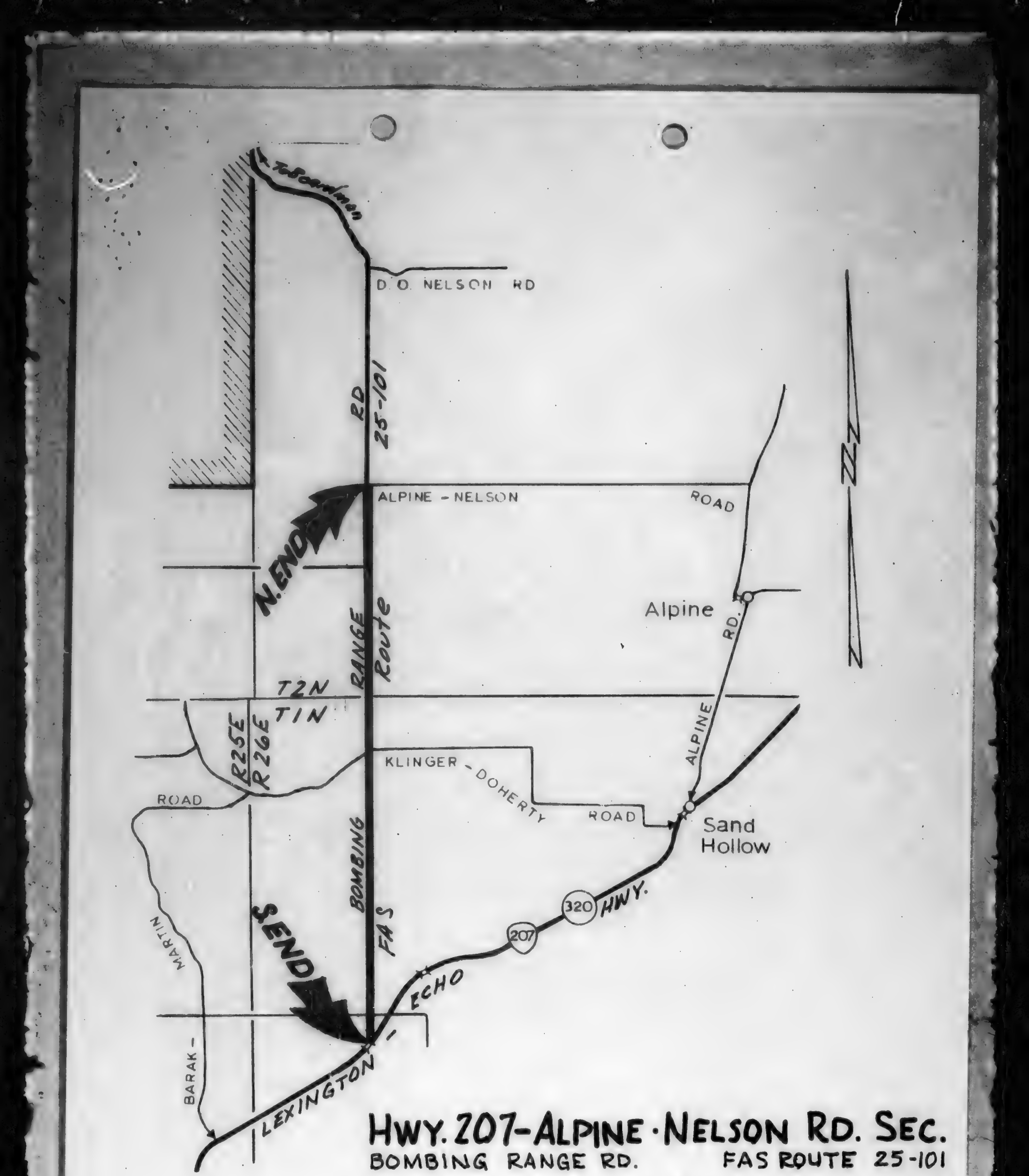
MORROW COUNTY
Proposed FAS-C Project

FAS 25-101
Alpine-Nelson Road-Highway 207 Section
Bombing Range Road
Grade, base and pave
$410,000

Construct a 30-foot roadway on the existing alignment. Roadway to have two 11-foot A.C. travel lanes and 4-foot A.C. shoulders. Road can be closed during construction, no detour is required. Signing is to be done by contractor. Additional right-of-way will be required. Utilities are involved.

State to make survey, prepare plans, award contract and do permanent striping. Also acquired the additional right-of-way for county.

76-b
2/12/76



HWY. 207-ALPINE-NELSON RD. SEC.

BOMBING RANGE RD. FAS ROUTE 25-101

Morrow County

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM

February 12, 1976

FROM: L. W. Rumpf
Project Management Engineer

SUBJECT: Proposed FAS-C Projects

TO: E. S. Hunter
Deputy State Highway Engineer

Attached are fifteen copies of the tabulations and maps describing and locating six proposed FAS-C projects. One project is in Klamath County, one in Morrow County, two in Umatilla County, one in Union County, and the last one in Washington County.

The project in Klamath County is for preliminary engineering on the Highway 97-Washburn Way Section of the South Side By-Pass, FAS 959.

The project in Morrow County is for construction of the Alpine-Nelson Road--Highway 207 Section of Bombing Range Road, FAS 25-101.

The first Umatilla County project is for reconstruction of the Brownell Ditch (Old River Road) Bridge, FAS 30-137.

The second Umatilla County project is for reconstruction of the Hermiston Ditch (Old River Road) Bridge, FAS 30-137.

The project requested by Union County is for Catherine Creek (Godley Lane) Bridge and approaches, FAS 31-124.

Washington County's request is for reconstruction of McKay Creek (West Union Road) Bridge, FAS 960.

Please present these projects to the Transportation Commission for approval at their February 24, 1976 meeting. A draft of a suggested letter to the Commission is attached.

HR:mm

Att.

RECEIVED
STATE HWY ENGR
FEB 13 '76
REFER TO
FOR
Info | Insp | R/W | D/R | Sign | Act | File

Form E-30 (Rev. 8-71)

8586

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Morrow Co.
FAS 25-101

Section Highway 320 to Alpine-Nelson Road

Date February 13, 1976

Highway F.A.S. 25-101, Bombing Range Road

Authorization No.

County Morrow

Survey Prefix 525-1958 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at the intersection of Highway 320, thence northerly along FAS Route 25-101 a distance of 5.25 miles ± to the intersection of Alpine-Nelson Road.

Purpose of survey:

To prepare plans, specs and estimate of cost.

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Estimate of cost:

Field	901	10,500
~~Design~~ Design	905	2,500
R/W	909	1,000
Soils	910	1,200
Utility	914	500
Liaison	913	1,500
Proj. Mgt.	920	200
Specifications	921	600

RS-B564(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 18,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by

R. C. Lang Regional Federal Aid Engineer
for J. R. Hagedorn, Field Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Recommended for Approval:

Dale D. Allen
REGISTERED PROFESSIONAL ENGINEER

Approved:

E. O. Hewitt
Assistant State Highway Engineer

SP*23604-734

9-28-76

Rev. 10/29/75

8586 B-547

To Cliff Loux 4/12/76

RE ☐ RCE ☐ RPE ☐ RLE ☐ ROE ☐ RDE ☐

FEB 3 1976

RECEIVED REGIONAL

COUNTY ROAD FAS-C PROJECT REQUEST

(Formerly FAS 829)

Name of County Morrow Co. FAS No. 25-101 Date

County Road Name Boardman Range Rd

Section Name ~~Project Limits~~ Alpine-Nelson Rd - Hwy 74

Type of Project Grading & Paving

Location of Project (Attach sketch map) T. 1 & 2 N. + R 26 E

ADT 150 Design Speed 55 mph

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes ____ No X

Will County hire consultant for this project? Yes ____ No X

Comm Appd 4/24/76

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width ~~24'~~ 22' 2-11' lanes

2. Shoulders: Type AC
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side ~~4'~~ 4' Total Top Width 30'

3. Grading and Drainage:
   By County ____ County Date of Completion ____ By Contract ✓

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ✓
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ✓

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ✓

7. Traveled Surface and Shoulders:
   By County ____ County Date of Completion ____ By Contract ✓

8. Clearing:
   By County ____ County Date of Completion ____ By Contract ✓

9. Curbs:
   Curbs Required? Yes ____ No ✓
   Type Desired ____
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ____

Costs	Total	Fed.	State	County
	43,000	35,260	2,920	20,700

	1976	1996
ADT	150	220
DHV	20	30

RECEIVED
COUNTY & CITY SECTION
FEB 11 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

Morrow Co. WNSP-10

Rev. 10/29/75

☐ RE ☐ RCE ☐ RFE ☐ ROE ☐ RDE

FEB 3 1976

RECEIVED

(Formerly FAS 829)

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Morrow Co. FAS No. 25-101 Date 1/27/1976
County Road Name Boardman Range Rd
Section Name ~~Hwy 207~~ Alpine - Nelson Rd - Hwy 207
Type of Project Grading & Paving
Location of Project (Attach sketch map) T. 1 & 2 N - R 26 E
ADT 150 Design Speed 55 mph

Is this request for county bridge design only? Yes_____ No X
county FAS bridge design? Yes_____ No X
Will County hire consultant for this project? Yes_____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type "B" A.C
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24'

2. Shoulders: Type "B" A.C
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 3' Total Top Width 30'

3. Grading and Drainage:
By County_____ County Date of Completion_____ By Contract X

4. Bottom Base Course:
By County_____ County Date of Completion_____ By Contract X
Has base design been given to County? Yes_____ No_____
Will it be furnished? Yes_____ No_____

5. Leveling Course:
By County_____ County Date of Completion_____ By Contract X

6. Binder Course:
By County_____ County Date of Completion_____ By Contract X

7. Traveled Surface and Shoulders:
By County_____ County Date of Completion_____ By Contract X

8. Clearing:
By County_____ County Date of Completion_____ By Contract X

9. Curbs:
Curbs Required? Yes_____ No X
Type Desired_____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs_____

RECEIVED
COUNTY & CITY SECTION
FEB 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population X Area exempt from bike law_____
What is desired width of trail or walkway N/A ft.
What type of surface treatment is desired N/A
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No N/A
What type of separation from roadway will be used? N/A
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No N/A
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No N/A

14. Will County adjust structure to additional width? Yes_____ No N/A

15. Will adjusted width be standard? Yes_____ No N/A
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No X

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes X No_____

19. Will County do striping? Yes_____ No X

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No_____

23. Can through traffic be detoured? Yes_____ No X

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes_____ No X

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will County sign project outside work area during construction? Yes_____ No X

28. Will Contractor sign project outside work area during construction? Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width 24'
Travelway width and surface 20', _____; _____
Shoulder width and surface 2', GRAVEL

Remarks re Section I:_____

SECTION II
N/A

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____ Roadway Width_____ Type_____
b. Dimensions of existing approaches. Type_____ Width_____ Shoulders_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____
Shoulder surface and width _____, _____
S or W Side - Travelway surface and width _____, _____
Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes X No _____
   - By Consultant? Yes _____ No X
   - By County? Yes _____ No X

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No _____

3. Construction plans and specifications to be prepared:
   - By State? Yes X No _____
   - By Consultant? Yes _____ No X
   - By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 40 Minimum 40

2. Is any additional right of way needed? Yes X No _____
(If answer is Yes, a hearing must be offered.)
Amount is unknown at this time

3. Will County acquire right of way and have State review negotiations? Yes _____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes X No _____

5. Should State prepare options? Yes ✓ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____ N/A
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____ N/A

10. Is a hearing necessary? Yes X No _____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.) if required

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No X
If yes, give type and name of utility company: Pacific Gas Transmission

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company: Possible conflict with Pacific Gas Transmission

13. Are utilities on existing right of way by permit X or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____

Remarks re Section IV:_____
_____
_____
_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — C.O. Judge / Office
2. Environmental — " " / Office
3. Public Hearing — " " / Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Paul M. Jones
County Judge or Comm. Chairman

By Homer W. Hughes
County Commissioner

By _____
County Commissioner

By _____
County Engineer of Roadmaster

County Morrow

Date 1-29-76

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

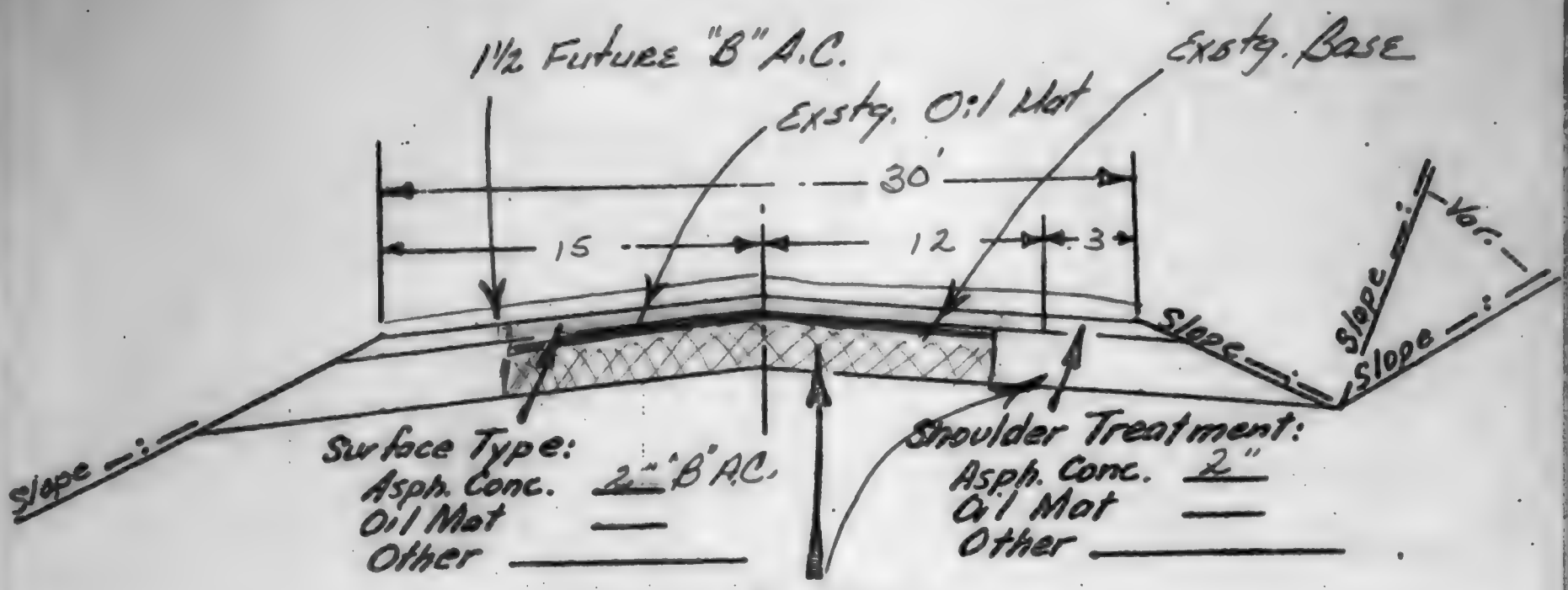
Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ ~~312,150~~ 410,000
2. Available FAS Funds $ 256,000
3. Does County wish advancement of future Federal funds? Yes X No_____
   Amount $144,000
4. Date match money is available After June 30, 1976
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: Soon as possible

Remarks re Section VI:_____

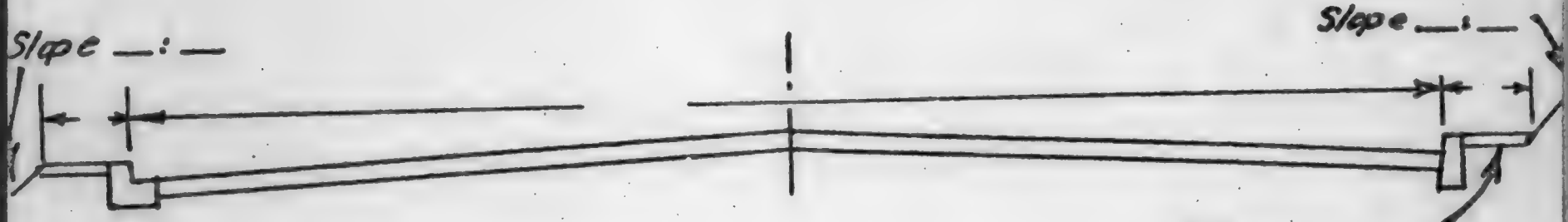
TYPICAL SECTION



Surface Type:
Asph. Conc. 2" "B" A.C.
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. 2"
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

fas 25-101
Morrow Co

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 9, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer

SALEM

SUBJECT: FAS-C Project Request
Hwy. 320-Alpine-Nelson Rd.
FAS Route 25-101
Morrow County

Formerly
829

Attached is a Project Request and Environmental Assessment submitted by Judge Jones concerning the above subject project.

The Environmental Assessment has been reviewed by Jim Kennedy, Regional Environmentalist, who agrees with the draft form.

The County is requesting the State to acquire right-of-way on behalf of the County. While the County anticipates the majority of right-of-way to be of donation, some parcels may require detailed negotiation.

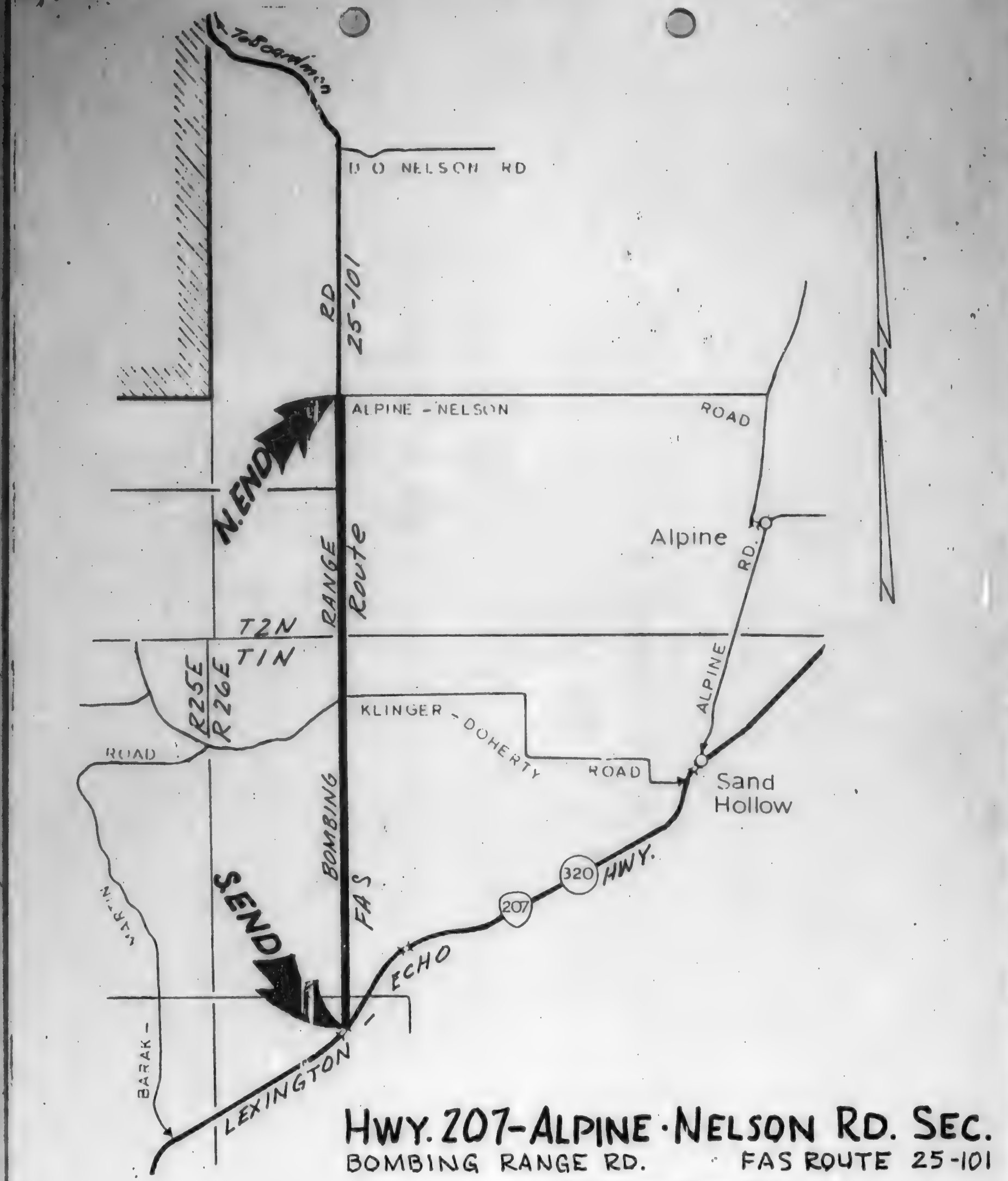
Authority for Survey will be forwarded upon execution by the Region.

RCL:sh
Attachments

cc Hon. Judge Paul Jones
J. R. Hagedorn w/attach
Verne Allen "

RECEIVED
COUNTY & CITY SECTION
FEB 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 11 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter



HWY. 207-ALPINE-NELSON RD. SEC.

BOMBING RANGE RD. FAS ROUTE 25-101

Morrow County

8586

1-76

LOCATION NARRATIVE

Alpine/Nelson Rd. - Hwy. 320 (FAS 25-101)
Bomber Range Road
Morrow County

Description:

The Morrow County road, known as Bomber Range Road, begins at the Irrigon Junction Interchange of I-80N. It extends in a southerly direction a distance of 20± miles to its southerly terminus, intersecting with State Highway 320, Lexington-Echo Highway. This location survey covers the southernmost 5.2 miles.

From the beginning of the project, for a distance of approximately 4 miles, the adjacent terrain is very slightly rolling and mostly cultivated wheat land. Then the existing road drops sharply in elevation, approximately 70 feet in 2,000 feet. At the maximum, the existing gradient is approximately 10%. The final mile to Highway 320 is at the bottom of a gentle canyon with mostly undeveloped pasture and some cultivated wheatland adjacent thereto.

The existing road consists of an oil mat approximately 20 feet in width with 6 to 10 inches of pit run subbase leveled with an undetermined amount of crushed aggregate. There are virtually no roadside ditches and the adjacent fields are generally higher or the same elevation as the pavement surface. The grade generally follows the gently rolling terrain creating numerous dips in the grade. At some point the County installed culverts in these dips where they had some minor drainage problems. Most of these culverts are too low, silted up or crushed so that they are ineffective. The County Roadmaster estimates that the use of irrigation in this area will increase considerably in the future so expressed his desire to fill the dips and provide adequate drainage through them.

Standards:

The standards as set forth in the "Geometric Design Guide ~~for Local Roads~~ and ~~Streets~~" have been used for this project. There are no deviations from these standards.

Should be Geo. Design Standards for Highway other than Fre

Typical Section:

The typical section for the main line construction will be as follows:

1½ " A.C. Wearing Course (Class "F")
1½ " A.C. Base and Level Course (Class "C")
3 " Leveling Course (3/4"-0 crushed aggregate)
9½ " Aggregate subbase

The final pavement widths will be:

2 - 11 ft. travel lanes
2 - 3 ft. paved shoulders

The project is just about evenly split between widening & overlay and new construction. Location by station of the two sections are as follows:

Widening & Overlay sta. to sta.	New Construction sta. to sta.
0 to 17	17 to 31
31 to 43	43 to 50
50 to 66	66 to 105
105 to 132	132 to 171
171 to 177	177 to 192
192 to 208	208 to 234
234 to 278	

With one exception all road connections will merely receive overlays. The exception is the "J" line connection at station 140. This will be new construction ("T" intersection) that eliminates an undesireable existing "Y" connection. The typical section for the "J" line connection is as follows:

1½" A.C. Wearing Course (class "C")
3 " Leveling Course (3/4"-0 crushed aggregate)
6 " Aggregate subbase

The final pavement width will be 20 feet.

Horizontal Alignment:

The proposed alignment parallels the existing, 6 feet to the east. This enables the widening in the overlay sections on but one side. It also minimizes utility adjustments and necessitates Right-of-Way acquisition on only one side through the cultivated areas.

Co-ordinates for this project are local. Due to lack of information from the County, this survey could not be tied to existing stationing, if any exists.

Vertical Alignment:

On 2.5 miles of the first four miles of this project, the grades were adjusted to remove the dips, thus eliminating potential drainage problems and bringing the sight distance to standards. On the remaining 1.5 miles (overlay & widening) the existing grade will remain the same.

The steep grade (10% maximum), station 215 to 230± has been adjusted to meet design standards.

From station 230 to the end of the project the typical calls for widening and overlay, and the grade remains the same as the existing.

Earthwork:

The total general excavation of 108,500 Cu. Yd. is the minimum necessary to accommodate the surfacing and maintain the proper gradient design standards (particularly in the area of the gravel source, station 217 to 233). Only some 59,000 Cu. Yd. is necessary to make the embankment, but the remainder is very close to the correct amount to manufacture the A.C., levelling course and prime coat aggregates, and provide the necessary aggregate subbase material. See a more detailed explanation in Book No. 5 of the location data.

Drainage:

In some instances hydraulic studies show a larger culvert than recommended. At four sites there are no existing culverts and, according to the County Roadmaster, there has never been a water problem. At two other sites, even though existing culverts are ineffective, there has never been a water problem.

Material Source:

The thorough cut, station 217 to 233 consists of a 5"-0 gravel. Tests show that it is suitable for the manufacture of A.C. and levelling course aggregates. There are some soft, extraneous matter (clay lumps) that must be removed. It is anticipated that by scalping on a 3/4" screen, the objectionable matter can be removed.

Insofar as the design standards (grade) dictate, there woulb be considerable excess materials from the gravel cut. The excess can be used for the crushed material and for the pit-run aggregate base. As stated under "Earthwork", a very close balance of materials used in the project would be attained.

An alternative that would somewhat lessen the excavation but would increase the taking of Right-of-Way (south from station 233), would also force the use of a State owned quarry approximately one mile off the south end of the project. This alternative is obviously considerably more costly.

Right-of-Way:

The existing Right-of-Way width is 40 feet throughout the section, 20 feet either side of the existing centerline. (The located centerline is 6.0 feet east of the existing.)

The proposed Right-of-Way acquisition for the first four miles is all on the east side of the road. This is a uniform taking width of 16 feet. There are four proposed construction easements, for fill slopes, along this four mile section, on the west side of the road.

The proposed taking through the gravel cut is of variable widths, and for the final 0.8 mile the taking is 16 feet on the east side, none on the west.

It is strongly recommended that the County Roadmaster, Mr. Shearer, be involved with the Right-of-Way negotiations.

Utilities:

There are three utilities involved along this project, Pacific Gas Transmission Company, Pacific Northwest Bell and Umatilla Electric Co-operative Association.

Pacific Gas Transmission Co.:

An underground crossing at station 50+70± (see page 37 of Book No. 6). It appears from the cross-sections that the vent pipe on the east side of the road will fall within the back cut slope. However, there is only about 2 feet of cut at the vent pipe. I believe that with care, the necessary excavation could be made without disturbing the pipe. Also, during construction, the grade could be raised about one foot which would cause no disturbance to the pipe whatsoever. The pipe would be 7 feet from edge of shoulder.

Pacific Northwest Bell:

An underground cable lies under the west edge of the existing pavement for the length of the project. Pacific Northwest Bell engineer, C. L. Zimmerman states that embankments over the cable will not necessitate an adjustment. Most of the project will be either overlay or embankment. The locations where excavations will require an an adjustment are as follows:

Culvert installation at station	22+00
Culvert installation at station	46+00
Conduit installation at station	54+60
Culvert installation at station	84+00
Culvert installation at station	93+00

Pacific Northwest Bell (cont.)

Culvert installation at station 98+00
Conduit installation at station 107+29
Culvert installation at station 139+00
Culvert installation at station 159+00
Culvert installation at station 166+00
Culvert installation at station 180+00

Cut section at stations 131 to 136±
Cut section at stations 187 to 193±
Cut section at stations 207 to 231±
Cut section (cable crosses road) at station 265+86

Note that an examination of the profile and cross-sections will show that where the typical section changes from an overlay section to a new construction section, and vice-versa, a short section is in cut. When constructing, the new construction fills can be feathered into the overlay sections, eliminating the need for cable adjustments. There would be very little change in the overall quantities of excavation, embankment and overhaul. If we decide not to feather, the following adjustments would be necessary:

Cut section at station 17+00±
Cut section at station 27+00±
Cut section at station 29 to 32±
Cut section at station 42 to 45±
Cut section at station 48 to 51±
Cut section at station 65 to 68±
Cut section at station 77 to 80±
Cut section at station 87 to 91±
Cut section at station 95 to 98±
Cut section at station 103 to 106±
Cut section at station 147 to 157±
Cut section at station 169 to 172±
Cut section at station 176 to 180±

Umatilla Electric Co-operative Association:

There are but three (3) power poles that will need adjustment. These are now located at the following places:

Right of station 210+45
Right of station 212+75
Right of station 216+20

The pole right of station 212+75 is an anchor pole for a line coming from the east.

The pole right of station 216+20 is the last pole in the line along this section and is also an anchor pole.

J. R. Hagedorn
Resident Engineer

JRH:ll
cc.:file

8586

fas-C
Morrow Co

MORROW COUNTY COURT

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

Heppner, Oregon 97836

January 23, 1976

Oregon State Department of Transportation
City and County Division
State Highway Building
Salem, Oregon

Att: George Hopkins

Dear Sir:

Morrow County has prepared preliminary application for an F.A.S. project which will obligate all F.A.S. funds allocated to Morrow County.

The preliminary estimate we have prepared for the Bombing Range Road would indicate a need of approximately $330,000.

We would appreciate any comment or advice you may be able to give us relative to making application for these funds. Roger Lang of La Grande is familiar with the application and will be working with us on this project.

Very truly yours,

Paul W. Jones

Paul W. Jones, Judge
Morrow County Court

PWJ:ag

Prefer to work with R. Lang

RECEIVED
COUNTY & CITY SECTION
JAN 26 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

25
MORROW COUNTY
FAS SYSTEM

Scale 0 1 2 MI. 1974

WASHINGTON

BENTON COUNTY

KLICKITAT COUNTY

COLUMBIA RIVER

Irrigon

Boardman

FAP-18

O.W.R.R.&N.Co.

FAP-1 I-80N To Arlington

FAP-1 I-80N To Pendleton

25-100

US

BOMBING RANGE

25-101

11-100

25-001

Cecil

Ella

Butter Cr Jct

30-050 To Echo

30-504

Sand Hollow

25-050

25-504

Pine City

Butter Creek

Willow

Morgan

25-102

McNab

Tone

Jordan

11-501 To Ione

25-501

25-050

25-105

Lexington

25-106

Blackhorse Cr.

25-504 Little Butter

30-001 To Hwy 2 Pendleton

Lena

25-001

HEPPNER

Eightmile

11-502

25-502

25-105

Gooseberry

Rhea Creek

25-106

25-052

Willow Creek

Balm Fk

25-111

25-112

Johnson Creek

To Condon 11-052

25-052

Eightmile

Ruggs

25-110

Sordera Canyon

Gilliam Canyon

N.Fk Willow Cr.

Rhea Canyon Cr.

25-051

Hardman

Rock Creek

Parkers Mill

Mallory Creek

25-500

25-051

To Spray 35-051

To Monument 14-500

GILLIAM COUNTY

UMATILLA COUNTY

WHEELER COUNTY

GRANT COUNTY

'LEGEND'

- FAP Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

#3587 S.E. Foster Rd.-S.E. Crystal 197
Springs Blvd. Sec. of E. Ptld. Fw
(Roadside imprv. & bikeway const.)

#8587 ☆U GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628 12-26-79

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-26-79	C. T. Christianson, Area Engineer	I-205-7(39)306

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-8-79	5-9-79	110 %	SCD 6-30-79

APPROVED EXTENSIONS	LOCATION
1-22-79	I-205 (East Portland Freeway) between Foster Road and Crystal Springs Boulevard

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FOSTER RD.-CRYSTAL SPRINGS BLVD. SECTION
EAST PORTLAND FREEWAY
Bikeway

The project was completed at a final total cost of $145,022 representing an 18% underrun of the project authorization. The final contract amount of $129,082 represents a 4.7% overrun of the original contract.

There were no significant over- or underruns of individual contract items.

RECEIVED
STATE HWY ENGR
JAN 9 '80
REFER TO
Reasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-9 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations G. K. Hossner	
TITLE Area Engineer	DATE 1-7-80	TITLE Field Operations Engineer	DATE 1-7-80

FORM FHWA-1445 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

1587

8

May 23, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $20,600 will be made to Cascade Construction Company, Inc. for work on the S.E. Foster Rd.-S.E. Crystal Springs Blvd. Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $136,971.94 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8587

9

May 11, 1979

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8587 awarded to Cascade Construction Company, Inc., for work on S. E. Foster Road-S. E. Crystal Springs Boulevard Section of the East Portland Freeway in Multnomah County was completed on February 8, 1979, and accepted by the State Highway Engineer on May 9, 1979.

Final payment in the amount of $354.08 will be released to the contractor after May 16, 1979. The total contract amount is $116,371.94 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
CONSTRUCTION SERVICES

fhn

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97203

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

Roger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

8587

April 20, 1979

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

Time Extension Request
S.E. Foster Rd.-S.E. Crystal Springs Blvd.
Contract No. 8587

After careful and thoughtful review of your request, the specified completion is hereby extended to January 22, 1979, for this project, leaving 17 days of liquidated damages. Contract paving was completed on July 17, 1978, for a 17 day overrun in contract time. The primary work remaining was the added fence work.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr jl

bc: C. T. Keasey
Ed Hardt
W. E. Hoffman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 13, 1979

FILE: CON 5 #8587

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Foster Rd.-S.E. Crystal Springs Blvd.
Contract No. 8587
FAP No. I-205-7(39)306

The contractor on the subject project, Cascade Construction Company, Incorporated, has requested that the specified completion date for this project be changed from June 30, 1978 to February 8, 1979. The contractor claims that the project was substantially complete by the originally specified date of June 30, 1978 and that the added time was due to extra work fencing added to the project.

The contractor is correct except that a small amount of contract paving was not completed until July 17, 1978. In essence, contract time could have been stopped on July 17, 1978 except for the fact that we added a significant quantity of fencing to the contract late in the project. (Bid Item Fence = 307 L.F., actual installed Fence = 2,796 L.F.)

The original project was substantially complete on July 17, 1978, and the days from June 30 to July 17 (17 days) should be assessed as liquidated damages. The remaining time should be returned to the contractor.

A rough draft letter to the contractor is attached.

This is a Federal-aid Interstate project. FHWA concurrence is not required.

OBJ:fr

Att.

cc: Ed Hardt
W. E. Hoffman
FHWA

RECEIVED
STATE HWY ENGR
APR 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 14, 19 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 304 days to 527 days, within which to complete our Contract No. 8587, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: June 30, 1978 to February 8, 1979

SEE ATTACHED LETTERS

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By C. E. Idlewine, President

CONSENT OF SURETY

Date February 21, 19 79

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Nancy L. Kreutz
Attorney-in-fact

(SEAL)

Reger, Bowes & Hunter, Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8587 Contractor Cascade Construction Co. Inc.

Highway East Portland Freeway

Section SE. Foster Rd. – SE. Crystal Springs Blvd.

Kind of Work Roadside Improvement & Bikeway

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Completion date extended to January 22, 1979, as project was substantially complete by July 17, 1978.

Recommended for Approval:

Marie Craft for Division Engineer

O. B. Jackson for Construction Engineer ~~or Bridge Engineer~~

H. J. Hamilton State Highway Engineer

Contract No.	8587
Project designation (State-Federal)	Federal
Date awarded	Aug. 30, 1977
Work started	October 30, 1977
Per cent completed (Date)	100 – Feb. 8, 1979
No. of Workdays Allowed	304
No. of Workdays Used	527
No. of Added Workdays Requested	223

BP*8296-734

7587

April 20, 1979

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

After reviewing your request for a time extension on S.E. Foster Road-S.E. Crystal Springs Boulevard, Contract No. 8587, I am disturbed at the length of time taken to complete the project.

I am not pleased with the diligence with which we, you and your subcontractor pursued the added fence work and expect our joint cooperative efforts will be aimed at avoiding any similar occurrences in the future.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

HSC:ji

bc: C. T. Keasey
Ed Hardt
W. E. Hoffman

8587

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Foster Rd.- S.E. Crystal Springs Blvd.		WEEK ENDING: Feb. 17, 1979
		SECTION PREFIX: 626-1038
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: S.E. Foster Rd.-S.E. Crystal Springs	KIND OF WORK: Roadside Improvement and Bikeway	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 8587	FEDERAL AID PROJECT NUMBER: I-205-7(39)306
DATE OF CONTRACT: Aug. 30, 1977	DATE WORK STARTED: Oct. 30, 1977	ESTIMATED COMPLETION DATE: Feb. 8, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $178,285.50	SPECIFIED COMPLETION DATE: June 30, 1978	PERCENT OF TIME ELAPSED: 173
EXCLUSIVE OF ENGINEERING: $164,157.53	ENGINEERING AUTHORIZATION: $14,137.97	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $123,221.94	ENGINEERING COST TO DATE: $21,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 25 %	PERCENT OF AUTHORIZATION: 154 %	DATE PROJECT WAS COMPLETED: Feb. 8, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.02				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,033 CY	1,340 TON			
TOTAL QUANTITIES CORRECTED TO DATE	1,050	1,470			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,050	1,470			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Showers			
WEDNESDAY	Fair			
THURSDAY	Rain			
FRIDAY	Fair			
SATURDAY				

Routing

Kessey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
FEB 20 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

-/11 SUNDAY	No activity.
2/12 MONDAY	No activity.
2/13 TUESDAY	No activity.
2/14 WEDNESDAY	No activity.
2/15 THURSDAY	No activity.
2/16 FRIDAY	No activity.
2/17 SATURDAY	No activity.

REMARKS

SUMMARY: Completed and submitted Semi-Final
This will be the last Weekly for this project.

SIGNED W.E. Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8587

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-12		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	8-16-78	Project Number I-205-7 (39) 56

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17 , 1977 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 145,380	$ 182,000.00
Federal funds	$ 134,098	$ 167,875.00
Other revisions		

This modification is made for the following reasons:

To include approved additional [illegible] items, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XX for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

68717

File

Oregon State Highway Division
Salem, Oregon August 10, 1978

Federal Aid Project
No. I-205-7 (39) 306

S. E. Foster Rd.-S.E. Crystal Springs Blvd.
East Portland Freeway Highway
Multnomah Highway

Revised Project Agreement Estimate

Type Code Y051
Bikeway (Sta. Ls 498+00 to Sta. L 548+25)

Subtotal of Previous Estimate of October 12, 1977		$ 64,099.80
Approved Additional Items		
Bikeway Signs S.F.O. # 3	All Required	$ 4,000.00
Work by Portland Traction Co.	All Required	$ 25,000.00
	Subtotal	$ 93,099.80
	Engineering	$ 13,900.20
		$107,000.00

Type Code Y003
Landscaping (Sta. Ls 498+00 to Sta. L 548+25)

Subtotal of Previous Estimate of October 12, 1977		$ 63,988.75
	Engineering	$ 11,011.25
		$ 75,000.00

Length of Project - - - 0.951 mile

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Bikeway	$107,000.00	$ 98,695.00	$ 8,305.00
Landscaping	75,000.00	69,180.00	5,820.00
Total	$182,000.00	$167,875.00	$14,125.00

Group 1 - 100%
Contract No. 8587
Prefix 626-1038

RECEIVED
TECHNICAL SERVICES
AUG 10 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ref | File

8587

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 10-28	FEDERAL-AID PROJECT AGREEMENT 10-17-77	County: Multnomah
		Project No.: I-205-7(39)306

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, SE Foster Rd., S 0.86 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 145,380	$ 134,098

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hurlbut

Technical Services Engineer
(Title)

By H S Hamilton

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 12, 1977

Federal Aid Project
No. I-205-7(39)306

S.E. FOSTER RD.-S.E. CRYSTAL SPRINGS BLVD.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code Y051
Bikeway (Sta. Ls 498+00 to Sta. L 548+25)

Mobilization	All Required (57%)		$ 5,700.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	281 Sq. Ft.	5.80	1,629.80
Temporary Barricades	2 Only	130.00	260.00
Flagmen	40 hours	17.00	680.00
Clearing & Grubbing	All Required		500.00
Removal of Structures & Obstructions	All Required		2,300.00
General Excavation	1,033 Cu. Yd.	4.00	4,132.00
Finishing Roadbed & Slopes	All Required		2,065.00
Watering	12 M-gal.	20.00	240.00
Lime Treated Subgrade	5,600 Sq. Yd.	0.75	4,200.00
Lime for Treated Subgrade	42 Ton	60.00	2,520.00
Class "C" Asphalt Concrete Mixture	1,340 Ton	11.65	15,611.00
Asphalt Cement in Mixture	87 Ton	64.00	5,568.00
6-inch Culvert Pipe	94 Lin. Ft.	7.00	658.00
12-inch Culvert Pipe	50 Lin. Ft.	8.50	425.00
CL-6 Chain Link Fence	307 Lin. Ft.	7.50	2,302.50
End Posts	8 Only	87.00	696.00
Side Walk Ramps	1 Only	175.00	175.00
Concrete Curbs	75 Lin. Ft.	6.50	487.50
Vehicle Barrier Posts	6 Only	150.00	900.00
Concrete Barrier	275 Lin. Ft.	28.00	7,700.00
			$59,249.80

Anticipated Items

Railroad Protective Cost	All Required	$ 2,850.00
Temporary Erosion Control (E.W.)	All Required	$ 2,000.00
		$ 4,850.00
	Subtotal	$64,099.80
	Engineering	8,653.20
	Total	$72,753.00

Type Code Y003
Landscaping (Sta. Ls 498+00 to Sta. L 548+25)

Mobilization	All Required (43%)		$ 4,300.00
Furnishing and Placing Trees	288 Only	23.00	6,624.00
Furnishing and Placing Shrubs	6,595 Only	5.00	32,975.00
Furnishing and Placing Vines	3,093 Only	0.75	2,319.75
Planting State Furnished Shrubs	40 Only	3.00	120.00
Soil Conditioner	1,100 Cu. Yd.	6.50	7,150.00
Bark Mulch	150 Unit	70.00	10,500.00
	Subtotal		$ 63,988.75
	Engineering		8,638.25
	Total		$ 72,627.00

Length of Project - - - - - - - - 0.951 mile

Work Retained in Program Status
(Not included in totals below)

Bikeway signs	All Required	$ 4,000.00
*Work by Portland Traction Co.	All Required	25,000.00

*NOTE: To be charged to Prefix 626-1099, Project No. I-205-7(13)300

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Bikeway	$ 72,753	$ 67,107	$ 5,646
Landscaping	72,627	66,991	5,636
Total	$145,380	$134,098	$11,282

Group 1 - 100%
Contract No. 8587
Prefix 626-1038

8587

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-78

FEDERAL AID PROJECT NO. I-205-7(39)306

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71008

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	5-12-78	Interstate 205	Primary 64

GENERAL LOCATION:

S.E. Foster Road-S.E. Crystal Springs Blvd.

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON~~A XXXXXXX~~
~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-30-78 letter you are authorized to proceed with the work covered by the Agreement with Portland Traction Company, approved by the Highway Division on 5-12-78 at a total estimated cost of $26,109 Federal Funds $24,082.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-26-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8587

FORM 81-754-3030

File 1-205

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 22, 1977

FROM: Thomas Savage
Landscape Architect

TO: Ed Holland
Resident Engineer

SUBJECT: SE Foster Rd.-SE Crystal Springs Blvd.
East Portland Freeway
Multnomah County

The sample of soil conditioner submitted is approved as an equal to Boise Cascade Soil Aid with the addition of 22-16-8 at 10 lbs. per 1,000 sq. ft.

Please note that the sample submitted is "fine" bark mulch and would not meet the specification for the item "bark mulch", Section 781.04(d).

TS:ab

8587

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO.
I-205-7(39)306

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71008

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-3-77	10-20-77	Interstate 205
		STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:
"SE. Foster Road - SE. Crystal Springs Blvd"

GENERAL DESCRIPTION OF WORK:
Furnish and Install Bikeway Signs by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-4-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 3 at a total estimated cost not to exceed $4,000, Federal Funds - $3,700.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77	[signature]	for Division Administrator

NOTED
LABOR

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8377 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8587 8

8-31-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(39)306

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71008

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-30-77	Interstate 205	Primary 64

GENERAL LOCATION:

"S.E. Foster Rd.-S.E. Crystal Springs Blvd."

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-30-77 letter, I approve the program change as follows:

1. Appropriation Code: Change to 042
2. Class of Federal Funds: Change to Interstate

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-31-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8587

8

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8587 8-3-77 8

U. S. DEPARTMENT OF TRANSPORTATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: 71008

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77

REFER TO: Multnomah

FOR

LO	INES	RD	DR	SUR	AC	FIL

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Interstate 205	Primary 64

GENERAL LOCATION:

"S. E. Foster Road- S. E. Crystal Springs Blvd. Section"

GENERAL DESCRIPTION OF WORK:

Landscape and Bikeway (Code Y003, Y051-Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Railroad Protective Services $2,850
Temporary Erosion Control(EW)$2,000

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $184,421-Federal Funds $170,109.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-988

8587

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

September 22, 1977 Bid Letting	State Share	Project Cost Estimate
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

8587

~~PRO 6-2~~

February 16, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rufien
Project Management Engineer

SUBJECT Project Data Submission
Item No. 71008
Project No. I-205-7(39)306
S.E. Foster Rd.-S.E. Crystal Springs Blvd. Sec.
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for the project on March 24, 1977.

JLR:re

Attachments

cc: Walt Hart (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

2-16-77

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	
		I-205,SE Foster Rd, S 0.86 miles	ADT	56,800	76,600*	97	10	Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	
	Landscape and Bikeway								I-	205-7	

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CO
	Interstate (Mandatory 30% for closing essential gaps)	Multnomah	0
	NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID / STATE / U.S.
	Portland	I	I-205 / 64 / I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) Y003 Y051		"SE Foster Rd-SE Crystal Springs Blvd. Section"	0.0	211,000	194,600	16,400	
								0.0	211,000	194,600	16,400	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	JLG	

PROGRAM APPROVAL DATES

February 11, 1977

*ADT: Assumes I-205 Completed. Based on Interim Transportation Plan for Portland.

REMARKS

Additional Data: Item No. 69
I-205-7(24)304.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

2-16-77

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
205,SE Foster Rd, S 0.86 miles	ADT	56,800	76,600*	97	10	Oregon	41	045	71008

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eway								I-	205-7	(39)	306	

Interstate (Mandatory 30% for closing essential gaps)

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. I — FEDERAL-AID: I-205 — STATE: 64 — U.S.: I-205

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
								RR protective service as required
OW								
ONST (CODE) 003 051		"SE Foster Rd-SE Crystal Springs Blvd. Section"						ROW-410' min.; Access Control-full; Parking restrictions-complete
			0.0	211,000	194,600	16,400		
		PROJECT TOTALS	0.0	211,000	194,600	16,400		

JLG

APPROVAL DATES: February 11, 1977

*ADT: Assumes I-205 Completed. Based on Interim Transportation Plan for Portland.

REMARKS: Additional Data: Item No. 699; Project No. I-205-7(24)304.

-OVER-

S.E. FOSTER RD.-S.E. CRYSTAL SPRINGS BLVD. SEC.

PROJECT NO. I-205-7(39)306

Remarks-Continued:

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines, and incidental work common to this type of project and also grade, drain and A.C. surface necessary to construct a bikeway within the existing right-of-way.

Requirements of IM 50-1-70; FHPM 7-7-2, FHPM 7-7-5: This project is considered stage construction as part of the work necessary to complete this section. The basic construction was accomplished and these requirements were compiled with under Project I-205-7(24)304.

Data for PR-37: ROW-1; ROW-F; Sanitary Facility-N

Type Code Y003 (Landscaping) - - - - - - - - - - -	$ 91,000
Type Code Y051 (Bikeways) - - - - - - - - - - - -	120,000
TOTAL	$211,000

Note: (1) This project is in Congressional District No. 3.

(2) Adjustment of utilities and railroad facilities are programed under Project No. I-205-7(13)300.

(3) The project is included in the approved CRAG FY 1977 TIP annual element.

8587

1-205

FORM H-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 11, 1977

SUBJECT: S.E. Foster Rd.-S.E. Crystal Springs
East Portland Freeway
"Bikeway" Recommendations

To: Duane O. Christensen
Final Design Engineer

Attached is drawing of area (sheet 4) Rt. of Bikeway Sta. 532±-534± showing existing fence and fence to be constructed. Also attached is a copy of the obligation concerning fencing of area.

The obligation was not completed at this time of the Original Contract Completion because at that time the surplus area was going to be sold to Northwest Natural Gas/ At that time the obligation for fencing was to be handled in the sale of the property to the Northwest Natural Gas as one of the conditions of the agreement. When this area recently was declared not surplus and wouldn't be sold it changed the procedure anticipated to handle fencing. It is now necessary to complete the obligation physically as stated on the option.

The existing fence to be moved and reinstalled is a CL-6 With top guards and 3 strands of Barb Wire. The option alsostates that any additional fencing is to be of the same type that is there. On the attached drawing under item 2 are the post size, rail size, and fabric guage of the existing fence.

W.E. Hoffman
Resident Engineer

William Bergstedt

by William Bergstedt
Ass't. Res. Engineer

WB/cg

cc: Marion Craft
file

Versteeg
I Olson
Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED by C.S.
FEB 14 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard Reed
Cole WEC Sample
Eriksen Watson
Hager Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

S.E. Foster Rd – S.E. Crystal Springs Blvd Sec.
East Portland Freeway
I-205
Scale 1" = 100'

← Portland

530

535+09.95
MS 19+96.58

Johnson Creek

MS 19+

+30.33

18

+85.64

15

N.W. Natural Gas Prop.

OSHD Prop.

existing cutoff valve box

① Existing CL-6 Fence and 3' Gate Salvage 215'

② Install Salvaged CL-6 Fence (215')
Install 3' Gate
Install New CL-6 Fence (135')
with top guard and
3 strands of barb wire
Tubular End Posts 3 in dia
Line Post H Section 2½ x 2 in
Brace and Top Rails Tubular 1⅝ in. dia
Chain Link Fabric 9 ga.

MS 12+60.94

SE 92nd Ave

N

530

File No. 46484

Sta. 529 to Sta. 534

[redacted] Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved May 16, 1972

Acquired as R/W and Temp. Ease. Net area 0.80 A., 0.17 A., 5-yr. channel change easement

Former owner or grantor Northwest Natural Gas Company

Mail address Attn: Mr. H. N. Rohde, 123 NW Flanders Street, Portland, Oregon 97209

Location property S. E. Foster Road-S. E. Hinkley Ave. Section of

East Portland Freeway Highway in Multnomah County

Section Twp. Range

Section Twp. Range

Street address of property

Date of proposed contract letting

State obligations:

See attachment.

Complete restriction of access [X] Parcel 1 Access controlled [ ] Access not controlled [X] Parcels 2, 3, & 4

OPTION EXPIRES Oct. 9, 1972 ABOVE COMPLETED

Acquired by Hopkins

Right of Way Supervisor

Date

1—RETAINED IN RIGHT OF WAY DEPARTMENT

REAL ESTATE OPTION
Page 2

APPROVED
ASST. METROPOLITAN ENGR

Upon termination of the Parcel 4 easement, the Grantee will restore the easement area to its present condition, as near as practical, considering the State's use of the land.

It is the obligation of the State to re-establish the function of the Grantor's existing drainage and flood control system as good or better than before.

It is agreed and understood that the diversion channel on Parcel 4 will be constructed and used during the normal mean or low water period. If necessary to extend beyond due to unforeseen circumstances, the State is obligated to compensate the Grantor in full for any expenses or damages which may result from flooding during the easement period.

The State agrees to placing excavated material in the form of a dike across the Grantor's remainder property between Parcel 4 and a temporary fence to be erected by the Grantor northerly of Parcel 4. Said material is to be removed upon completion of construction and the ground restored to its present condition, as near as practical to do so. The State, its employees and contractors or assigns, shall have the right to enter upon the property abutting Parcel 4 for the performance of this obligation.

The Grantor is to retain (repurchase) the fencing for the sum of $450.00 to be deducted from the consideration to be paid for the property. The Grantor agrees to remove same from the right of way not later than May 17, 1972, or be in default and forfeit the aforesaid $450.00 and fencing to the State. The Grantor is not required to remove the posts.

The Grantor agrees to erect a permanent fence along the highway right of way (west line of Parcel 1) southerly to a point just northerly of the northeast corner of Parcel 4. The Grantor further agrees to place a temporary fence across the property northerly of and somewhat parallel to the north line of Parcel 4. Unless otherwise agreed in writing, the fencing is to be heavy gauge "CL-6" type with top guard. Promptly following the Grantor's acceptance of this option, the State is to survey and stake the west line of Parcel 1 and the north line of Parcel 4.

Upon completion of construction, it is the State's obligation to relocate the aforesaid Parcel 4 fencing, plus additional fencing as needed, of the same type, to enclose the southerly portion of the Grantor's remainder property.

Subject to change, the construction plan is to fill in the existing Johnson Creek channel where it bisects an approximate 0.25 acre of land lying adjacent to and between Parcel 4 and the relocated Johnson Creek. At such time as the said approximate 0.25 acre is declared surplus, the State agrees to negotiate the sale or lease of this land to the Grantor on the basis of its appraised market value.

8587

I-205

FORM 81-734.8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 17, 1977

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: SE Foster Rd.-SE Crystal Springs Blvd.
East Portland Freeway
Multnomah County

A design review was held in the region office in Portland and on the project site on the subject project. In attendance were:

Marion Craft, Region 1 Construction Engineer
Maury Payne, Region District Engineer
W. E. Hoffman, Resident Engineer
W. C. Bergstedt, Assistant Resident Engineer
W. E. Cole, Salem
Tom Savage, Salem
Carl Barner, Salem

Remarks:

The round-table session was short because it was felt that the questions that were of some concern to all present could better be answered by walking the project.

Sheet No. 3

The beginning of the bikeway starts at S. E. Woodstock Blvd. adjacent to the I-205 southbound on-leg ramp. It was proposed to remove the existing 8' P.C. walk and reconstruct a 10' asphalt walk to be used as the bikeway. After some discussion it was agreed to widen the P.C. walk 2' and overlay the entire walk with 2" of asphalt surfacing.

Where the bikeway parallels S. E. 94th Avenue from Station 501+50 to Station 504+00 we found that the alignment will have to be shifted to the east to miss three power poles that are located 1' behind the existing curb of 94th Avenue. These poles were not indicated on the field data sent in.

The chain link fence shown to be removed in this same area will not have to be replaced because the proposed bikeway will be behind the already existing shoulder barrier on the "W-ON" Line.

Sheet 4

The existing P.C. walk, Stations 515+35 to 519+00, will not be removed as shown on the plans. It was decided to widen this existing walk 3' and overlay with 2" of asphalt surfacing for the same reasons given on Sheet 3. The existing chain link fence on the east side of this walk will be removed and not replaced. The west side of the walk is already fenced.

Sheets 6 and 6A

The proposed Type CL-4 (Modified) fence will be eliminated between the bikeway and the bank of Johnson Creek. The distance between the path and the bank is 30' or more and Frank Terpin indicated that it would not be required.

Sheet 7

The bikeway will terminate where it connects to the existing 8' P.C. walk on the east side of S. E. 92nd Street.

Landscape Plans

After walking the project Tom Savage felt that some revisions will be necessary.

WEC:jh
cc: To All Participants
Don Shaffer

1 Versteeg ✓
Olson
1 Dreessen DoC
Scott
Swenson
Savage
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ROAD DESIGN SECTION
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8588 Columbia Blvd. Intchge. Sec. 1977
(UPRR Shoofly) of E. Ptld. Fwy.
in Parkrose (Grading & structure)

RR 874 4-7-77

8548

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 733-628

CC: State (H. S. Coulter)
Washington, D.C. (HHO-32

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-21-79

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-21-79	C. T. Christianson, Area Engineer		I-205-7(50)313
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2-16-78	7-14-78	N/A %	SCD 2-28-78
APPROVED EXTENSIONS	**LOCATION**		
None	Intersection of I-205 and Columbia Blvd. in Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA BLVD. SECTION
UP RR SHOOFLY
East Portland Freeway

This project provided a temporary railroad structure to facilitate a permanent grade separation with I-205. The project was completed at a final cost of $216,400 representing a 50 percent underrun. The large underrun resulted from deleting erosion control and finishing items since the subsequent grading contract was already underway. Also, there was a significant underrun in steel piling due to favorable foundation conditions.

COPY SENT

FEB 27 1979

Washington

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Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 2-22-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8588

July 18, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8588 awarded to Hannan Bros. Construction, Inc., for work on the Columbia Boulevard Interchange (UPRR Shoefly) Section of the East Portland Freeway in Multnomah County was completed on February 16, 1978, and accepted by the State Highway Engineer on July 14, 1978.

Final payment in the amount of $8,967.21 will be released to the contractor after July 24, 1978. The total contract amount is $180,880.75 including $807.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hannan Bros. Construction, Inc.
8410 S.E. Otty Road
Portland, OR 97266

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8588 ○ 6-27-78 ○ 1-205-24

NARRATIVE REPORT

Columbia Blvd. Intchge. (U.P.R.R Shoofly)

East Portland Freeway

Contract No. 8588 Prefix: 626-1039

This project consisted of grading and construction of a temporary structure to shoofly the U.P.R.R. during construction of the permanent structure and to allow hauling of material under the railroad on future freeway proper projects. This project was awarded August 30th and work began September 27th.

We did have a few minor problems. A review of our profile on the ground was quite different than that shown on the plans and investigation revealed that the quantities for the project had been computed from cross sections or photographs several years old. The trailer court owner had filled his area back to the railroad right of way, and so, for about 200 feet we had cuts up to 12 feet where the plans showed 2' to 4'. Also, the material used for the fill was a mixture of everthing, boulders, asphalt, concrete plus a little very wet clay. Also, on the westerly end of the project, a borrow had been made which increased the embankment. The increased embankment quieted a possible claim for hauling an excess over plan quantity to the disposal area north of the railroad.

The contractor, Hannan Bros. Construction Co. got his railroad insurance in and approved and went to work 27 days after contract award, which I feel was very good time. Even with the good start, the trailer court material and the material towards the bottom of the haul road cut was too wet to set up. After making attempts to set it up for 10 days or two weeks, I authorized replacement with good material. We were within 2 days of finishing the railroad bed when rains set in for good. No work was done on the roadbed from November 5th until early February when I was advised that we would have to do what was necessary to finish the project by February 28th. In order to complete the project by the deadline and prepare it in order that the railroad could get on it with their rubber tired equipment, it was neccasary to remove the excessively wet material from the grade and replace it with crushed rock. In addition we added about 4" of rock at the request of the railroad, which reduced the amount of ballast that the railroad would have to use. This work was done under price agreement. As I Suspicioned with the sandy material we had, the winter rains had helped compact the embankment and we only had to remove 2" to 3" of the top except in a few isolated areas.

Please prepare reply DOC

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen FE Watson
Hager Dorn Lau
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Versteeg
Christensen Don
George
Olson
Terpin
Sullivan Copy
Scott
Savage

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ENGINEERING SECTION

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A problem occured in the pile driving, as lying 6 to 12 feet under the surface were large boulders. The elevation of the boulders on the easterly pile bent was such that we did get a minimum penetration of 12' to 14' and a good line. On the westerly side (bent 1) our penetration was questionable and in fact unsatisfactory on 2 piles with only 4 foot penetration, and while the line was acceptable, it wasn't nearly as straight as the easterly side. Due to the lack of penetration of bent #1, Salem designed a concrete footing to enclose the piles in a concrete mass. This was completed by a price agreement.

Just a few days before erecting the steel for the structure, the contractor on the Columbia Blvd. detour and structure project began his grading which could have cut off access to our structure. The contractors were cooperative however, and no conflict occurred. However, before being able to grout our steel at the bases, heavy rains occurred washing up to 12" of silt from the adjacent project over the top of our footings. An E.W.O. was submitted to remove the silt and clean the bases for grouting. No other problems occurred during construction.

Two or three weeks after work began on the job, the railroad inspector told me the railroad wanted the State to furnish the ties and lumber for the walkway on the structure. A little later on he said they (UPRR) wanted us to furnish the hold down assemblies. To make a long story shorter, the railroad gave me a brochure for length and spans to determine the dapping they wanted for the ties. These were figured and a list of ties and dapping given to RR and contractor. After 5 weeks the contractor received the ties and the day he started dapping them the railroad called and said they had to be dapped for the super rate. Subsequently, we compiled another list for the revised dapping, which was given to UPRR for approval about the middle of February.

Finally received tie and walkway plans from UPRR on April 20 and they were entirely different in every respect from the contract plans. After considerable discussion between Ed Hardt, Region Engineer, Bob Orr and Omaha, UPRR, it turned out that we had to obtain new ties, mostly 10"x14", and new hold down bolts. We were fortunate in being able to obtain the ties in one week, but contractor could not find a source that could or would taper them as required for the super elevation in less than 60 to 90 days. As a result, the contractor with the did of some of my boys who weren't too busy customized each tie and placed them on the structure. This was completed May 8th and UPRR began their work on the structure May 9th.

The UPRR as of this date thinks they will have train traffic on the shoofly and existing tracks removed by June 23rd.

H M Fullmer

BY FIELD RESIDENT ENGINEER

Statement of Overruns
and Underruns

Columbia Blvd. Intchge. (U.P.R.R. Shoofly)

Contract No. 8588 Prefix: 626-1039

SUMMARY SHEET

	Contract Amount	Final Amount		Percent + or -
Contract Bid Items	124,974.00	122,880.60		- 1.6%
Anticipated Items	297,700.00	* 29,094.98	**	-90.2 %
Contingencies	19,020.33			
Work authorized in addition to contract		26,426.11		
Engineering	38,040.66	37,179.53		-2.3%
Total	479,734.99	215,581.22		-55.1%

*Approximate total. All UPRR protective charges not rec'd. to date.

** UPRR Charges for ballast ties & rail (materials & labor) are being charged to Prefix 626-1099-285-69

H M Fullmer

Resident Engineer

1

...DIVISION ENGINEER

Item No.	Item	Unit	Contract Amount	Final Amount	Percent + or -
1	Mobilization	Lump Sum	100%	100%	0.0%
	As per contract plans.				
2	Temporary Direction and Protection of traffic	Lump Sum	100%	100%	0.0%
	As per contract plans				
3	Temporary Signs	Sq. Ft.	68	120	+76.5%
	No signs set up in contract for westbound traffic on Columbia Blvd. I had contractor sign WB also which amounted to the overrun of 52 sq. ft.				
4	Flagmen	Hour	100	73	-27.0%
	Used flagmen at all times we were hauling onto Columbia Blvd.				
5	Clearing and Grubbing	Lump Sum	100%	100%	0.0%
	As per contract.				
6	General Excavation	Cu. Yd.	13,429	14,749.3	+9.8%
	Contract quantities were computed from obsolete x-sections. Trailer Park had extended their level area by filling towards R.R. Also some of material in Trailer Park area and at botton of haul road excavation was to wet to set up and was replaced by sandy surface material.				
7	Watering	M-gal	80	0	-100%
	No watering was needed. Material too wet as it was.				
8	Roadside Mulching	Acre	2	0	-100.0%
	No need for mulching area as it was of temporary nature and weeds and grasses will recede by spring.				
9	Railroad Structure	Lump Sum	100%	100%	- 0.0%
	Constructed as per plans.				

Item No.	Item	Unit	Contract Amount	Final Amount	Percent + or-
10	Furnish Pile Driving Equipment	Lump Sum	100%	100%	0.0%
	Completed as per contract.				
11	Furnish HP 10x42 Steel Piling	Lin. Ft.	512	215	-58.0%
	Expected penetration not achieved as lower area was large boulders.				
12	Drive Steel Piling	Lin. Ft.	512	384	-25.0%
	Paid as per Standard Specifications.				
PA #1	8' Temporary Screen Wall	Lin. Ft.	200	200	0.0%
	Constructed as per agreement.				
PA #2	Construct Bent #1 Footing	Lump Sum	100%	100%	0.0%
	Constructed as per agreement				
PA #3 REVISED	Furnish Mat'l. for UPRR	Lump Sum	100%	100%	0.0%
	Materials furnish as per order list.				
PA #4	Item #1 Excavation	Cubic Yard	610	602.34	-1.3%
	Very close to original estimate.				
	Item #2 1½"-0 Crushed Aggre.	Cubic Yd.	2200	2166.6	-1.5%
	Used very close to agreed amount.				
PA #5	Furnish Mat's. for UPRR Additional to PA #3	Lump Sum	100%	100%	0.0%
	Furnished as per agreement.				
EXO #1	Remove Silt and Clean Steel Posts		$700.00	$594.97	-15.0%
	Not as much work required as anticipated.				
EXO #2	Erosion Control		$2000.00	$212.67	-89.4%
	Estimated more work than was needed.				
SFO #1	UPRR Protective Costs		$5,000.00	?	?
	Only partial charges received to date.				
SFO #2	Credit for Excess Materials Furnished UPRR and not used on this project.		-$7,518.07	-$7,518.07	0.0%

8588

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Col. Blvd. Intchge. (UPRR Shoofly)		WEEK ENDING: June 16, 1978
		SECTION PREFIX: 626-1039
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: Col Blvd. Intchge. (UPRR Shoofly)	KIND OF WORK: Grading & Structure	
CONTRACTOR: Hannan Bros. Const.	CONTRACT NUMBER: 8588	FEDERAL AID PROJECT NUMBER: I 205-7(50)313
DATE OF CONTRACT: August 30, 1977	DATE WORK STARTED: September 27, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $479,734.93	SPECIFIED COMPLETION DATE: February 28, 1978	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $441,694.33	ENGINEERING AUTHORIZATION: $38,040.66	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $178,401.69	ENGINEERING COST TO DATE: $37,179.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 44
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 59.6	PERCENT OF AUTHORIZATION: 97.7	DATE PROJECT WAS COMPLETED: February 16, 1978

~~FINAL~~ REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 19 1978
CONSTRUCTION BRANCH

Kasey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

SUNDAY	
MONDAY	7 man adjusting signal line. (UPRR)
TUESDAY	6 man signal crew & 15 man railcrew moving signal line and spiking and aligning rail.
WEDNESDAY	6 man signal crew completed moving signal line. 9~~for~~ - men dumping ballast.
THURSDAY	No activity. RR crew working on a derailment somewhere.
FRIDAY	2 or 3 men working on equipment which was broken down.
SATURDAY	

REMARKS

Hopefully UPRR will switch rail traffic next week.

Semi-Final submitted 6/15/78

FINAL6REPORT

SIGNED H M Fillmore LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

8588

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-25		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	4-28-78	Project Number I-205-7(50)313

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 149,790	$ 211,427
Federal funds	$ 138,166	$ 195,020
Other revisions		

This modification is made for the following reasons:

To include additonal approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of April, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Schuster

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Glenfield

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 18, 1978

FEDERAL AID PROJECT
No. I-205-7(50)313

COLUMBIA BLVD. INTERCHANGE (UPRR SHOOFLY)

EAST PORTLAND FREEWAY in MULTNOMAH COUNTY

Revised Project Agreement Estimate

Type Code Y040
Railroad Shoofly (Sta. "L" 184+64.32)

Subtotal on previous estimate of October 11, 1977			$131,974.00
Additional Approved Items			
P.A. 1 8-foot Temporary Screen Wall	200 lin. ft.	12.63	2,526.00
P.A. 2 Construct Bent No. 1 Footings	Lump Sum		1,994.00
P.A. 3 Furnish Materials for Walkway	" "		27,131.72
P.A. 4 Excavation	610 cu. yd.	9.00	5,490.00
P.A. 4 1 1/2-" Curshed Aggregate	2,200 cu. yd.	8.50	18,700.00
	Increase		$ 55,841.72
	Subtotal		$187,815.72
	Engineering		23,611.28
	TOTAL		$211,427.00

Length of Project . . . . . 0.0 mile

Federal Funds	$195,020.00
State Funds	16,407.00
TOTAL	$211,427.00

Group 1 - 100%
Contract No. 8588
Prefix 626-1039

8588

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-17-77	State Oregon County Multnomah Project No. I-205-7(50)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. US 30 Bypass

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 149,790	$ 138,166

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Kunke

Technical Services Engineer
(Title)

By H. J. Oen Olson

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 17 19[illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Files

Oregon State Highway Division
Salem, Oregon Oct. 11, 1977

Federal Aid Project
No. I-205-7(50)313

Columbia Blvd. Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Project Agreement Estimate

Type Code Y040			
Railroad Shoofly (Sta. "L" 184+64.32)			
Mobilization	All Required		$ 11,700.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	68 Sq. Ft.	6.00	408.00
Flagmen	100 Hour	17.00	1,700.00
Clearing and Grubbing	All Required		2,000.00
General Excavation	13,429 Cu. Yd.	2.00	26,858.00
Watering	80 M-Gal	10.00	800.00
Roadside Mulching	2 Acre	700.00	1,400.00
Railroad Shoofly	All Required		70,000.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish HP 10x42 Steel Piling	512 Lin. Ft.	7.00	3,584.00
Drive Steel Piles	512 Lin. Ft.	2.00	1,024.00
			$124,974.00
Anticipated Items			
Railroad Protective Cost	All Required		$ 5,000.00
Temporary Erosion Control	All Required		2,000.00
			$ 7,000.00
	Subtotal		$131,974.00
	Engineering		17,816.00
	Total		$149,790.00

Length of Project - - - - - - 0.00 mile

Work Retained in Program Status (Not included in totals below)		
Other RR Costs	All Required	$288,300.00
8-foot Temporary Screen Wall (200 ft.)(E.W.)	All Required	2,400.00

Federal Funds (92.24%)	$138,166.00
State Funds	$ 11,624.00
Total	$149,790.00

Group 1 - 100%
Contract No. 8588
Prefix 626-1039

8588 D 4-10-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
205-7(13)300

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
4-27-77

FEDERAL ROUTE NUMBER
Interstate 205

STATE ROUTE NUMBER
Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line" (Columbia Blvd Interchange-(Owens-Illinois)

GENERAL DESCRIPTION OF WORK:
Revised costs for Utility Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify): Revised Utility costs NW. Natural Gas Company

☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Cartwright's letter of 4-11-78 and based on documentation submitted I approve the revised TEC to $32,179.17 - Federal participation $29,685.00.

NOTED
F. B. KLABOE

Lewan
4-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-14-78	G. K. Hoonen	for Division Adminisrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8518

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 21, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(-), Columbia Blvd. Interchg., Untion Pacific Railroad, Kenton Line Structures

FROM : G. L. Green, Division Administrator

TO : Mr. E.S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We have received comments from our Washington and Regional offices on the initial plans submitted in December for the subject project. We are aware that you have changed these plans but felt the comments would still be appropriate in a general way to give guidance for similar welded structures in the future. The following points are for your consideration:

1. Sheet 1

   a. We assume that the bridge is designed in accordance with the latest AREA specifications and suggest that it be so noted.

   b. We note that with only two main girders there is no redundancy in the end span and these girders should be considered fracture critical. If not now covered in the special provisions (which we have not seen), the necessary charpy impact testing should be indicated and a fracture control plan adopted.

2. Sheet 5

   a. We suggest that weep holes be shown in the bottoms of the main longitudinal box girders.

   b. If not covered in the special provisions, we suggest that the butt weld splice of the main girders be tested ultrasonically in addition to radiography.

RECEIVED
TECHNICAL SERVICES
MAR 22 '78
REFER TO
Bert
FOR
Info | Invest | R/D | R/R | Sign | Act | File
K

3. Sheet 7

   a. In view of the extreme skew on this structure the floor beams near supports will cause wracking of the box girders due to differential deflection at the ends of the floor beams. Because of this we recommend that the inside stiffeners near the obtuse angle support be extended down and welded to the bottom flange. We suggest this be done on the six end floor beams and on a total of 12 floor beams at intermediate bents. This suggestion is made as the lesser of two evils for this highly skewed structure.

   b. In order to provide bracing over the entire depth of the box girder, we suggest that the upper horizontal channel be lowered and another diagonal added in the upper portion of the box.

4. Sheet 8

   Since there is some question as to how much value the centerline longitudinal diaphragm provides, we recommend that its cost could be reduced by omitting the bottom flange splice plate which passes through the slotted web.

5. Sheet 9

   In reference to the weld shown above section E-E, we suggest that the size of the 1/2 inch fillets be reduced. The partial penetration of 1/2 inch on each side of the 1 1/2 inch stiffener plate plus these fillets would involve more welding than appears necessary.

6. Sheet 10

   a. We assume that the TC-U4 weld for the webs to top flange of end box floor beam will use back-up bars inside the box for the outside welding.

   b. The welding connection of the three end floor beams to the skewed end box beam will be difficult if not impossible in view of the approximate 30° angle between the box beam and transverse floor beam. We recommend that this connection be restudied and revised to eliminate the difficult back-gouging and welding.

We hope that these items will be of help on this and future jobs.

G. L. Green

cc: W. Hart

1-205-24

FORM 8-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE February 7, 1978

John ✓
Art ✓

TO Marion Craft
Regional Construction Engineer

FROM H.M. Fillmore
Resident Engineer HMF

SUBJECT Columbia Blvd. (UPRR Shoofly)
Contract No. 8588

I talked to Robert McFadzen of U.P.R.R. Friday about their schedule for getting the railroad moved to the shoofly. He said they are scheduled to begin moving track March 1st and it was scheduled for a 9 week job. This would make the switch-over for the trains May 3rd. I don't think it will take them 9 weeks so I would think May 1st would be the latest that the changeover would be completed.

cc: Jerry Street

1 Versteeg ✓
2 Christensen ✓
George
Olson
Terpin
3 Sullivan ✓
Scott
Savage

RECEIVED
FEB 14 1978
ENGINEERING SECTION

Treut

Do Not File ☐
Return To
Bring Up ___/___/___
Action

OS RME RE BE
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TO

REFERRED TO

Board Dorn
Cole Sorgnard
✓ Eriksen F.E. Watson
Heger Lew
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CC: Hal Versteeg

The subgrade is rocked as of today (2-10-78), the RR ties are in on the east and switchover. I don't think it will be ready for the track is ready, but it won't be ready on March 1. M.C.

#8588

9

FORM 81-724-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 14, 1977

Salem, OR. 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Agreement
Columbia Blvd. Intchge. (UPRR U'xings) Section
East Portland Freeway
Multnomah County
ODOT Agreement No. [redacted]
R/W File: 49372

The State's fully executed counterpart of an Agreement between the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, and the Oregon Department of Transportation, Highway Division, calling for the construction of the Columbia Blvd. Interchange (UPRR U'xings) Section of the East Portland Freeway in Multnomah County has been handed to Velda DeGuire in Right of Way for the processing, after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhering to all provisions of the agreement, especially those provisions set forth in Exhibit "B" of the agreement, for monitoring the railroad's work to be done as itemized in Exhibit "A" of the agreement and for approval of the final bill for this work by the railroad. The Maintenance Division will be responsible for maintaining the structures after their completion. The Accounting Section will be responsible for auditing the final bill presented by the railroad for the work to be done under the terms of this agreement. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of the agreement.

JEC:db
cc: J. B. Boyd-w/original and copy agreement
G. L. Green-w/copy agreement
J. L. Sollis
C. T. Keasey-w/copy agreement
D. E. Swan-w/2 copies agreement
R. L. Schroeder-w/copy agreement
V. E. Skoog-w/copy agreement
E. L. Hardt-w/2 copies agreement
NOTE TO HARDT: One copy agreement to Resident Engineer. Please advise as to who Resident Engineer will be. SFO should be prepared to cover the reimbursement to Union Pacific Railroad Company for work to be done as outlined in Exhibit C of the agreement. Return one copy of Exhibit C with SFO.

approved by Boyd 11-15-77 DF

NOTED
C. W. HEAD

Noted in error. Dock

on July 1977 report
Boyd approved 6-15-77

June 24, 1977

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

ATTN: Mr. R.S. Orr

Columbia Blvd. Interchange
(UPRR Shoofly) Section
E. Portland Freeway
Multnomah County
ODOT Agreement No. RR 874

Dear Sir:

Enclosed are the duplicate counterparts of the agreement for the above captioned project near Fir which was submitted to us with your letter dated June 1, 1977.

These documents were approved and signed by the Right of Way Engineer, and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit C and shown on Dw. V-7-23A as of June 15, 1977.

Please contact Mr. H.M. Fillmore, Resident Engineer, 201 Dora St., Troutdale, Oregon, phone 666-6007, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to June 15, 1977, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion date of this work in the bill.

Yours truly,

J.E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:jw
Enc.
cc: SP San Francisco

bc: G.L. Green w/cc agmt.
C.W. Head
D.E. Swan ~~w/2~~ cc agmt.
C.T. Keasey w/cc agmt.
J.L. Sollis
Robt. Church " "
V.E. Skoog " "
Cliff Laux " "
E.L. Hardt " "
H.M. Fillmore w/cc agmt.

NOTED
C. W. HEAD

Please have an Order for State Force Work prepared and submitted for this work. Return 1 copy of Exhibit C with SFO

8588

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 3, 1977

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd, Right of Way Engineer

SUBJECT: Clearance of Property
Oregon Project I-205-7(50)309
Union Pacific Railroad Shoofly
File #46693 - Thoreson

Since your letter of June 24 on the above subject file we have worked closely with the lessee Mr. Tremper and his attorney, Mr. Donald Joe Willis. We with their assistance, have been able to assure clearance of their personal property from the easement area. We have in writing,a letter from Mr. Donald Joe Willis agreeing to a settlement provided certain conditions have been met.

Mr. Jack Sollis, our Assistant Attorney General assures me that we have met all of the conditions required for the lessee. Insofar as the fee owner, we have made our deposit into court as required.

The clearance of the easement area is assured and the contract should be cleared for advertising.

JBB:lb

cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. E. Skoog
F. C. Lowe

RECEIVED
DOT OFFICIALS
AUG 3 '77
REFER TO
FOR
info | init'l | d/r | sign | ct | file

Con 21-2 4
I-205

Form FHWA 111 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(50)309
Union Pacific Railroad Shoofly
File No. 46693 - Thoreson

DATE: June 24, 1977

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer

State Right of Way Engineer J. B. Boyd's letter of June 15, 1977 requests approval to advertise the subject project even though the State does not have possession of an easement area containing 0.45 acres which would be needed for the railroad shoofly. It was indicated by Mr. Boyd that the State anticipates filing deposit into the court by the day of bid letting.

At the time of construction PS&E, the State will have to submit the right of way certifications required by FHPM 6-4-2(1), "Physical Construction Authorization".

Assuming there are no other problem files on the project, we would have no objection if possession can be obtained before bid letting. Inasmuch as the subject file is used in conjunction with the property owner's adjoining business, the State would have to comply with the relocation procedures and the 90-day vacation notice. In addition, as indicated in Mr. Boyd's letter, a deposit would have to be filed into court for use by the property owner.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (F Lowe)
OSHD (D Moehring)
Mathias-2

RECEIVED
STATE HWY ENGR
JUN 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

off to

CON 21-2
I-205

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 15, 1977

TO: Glen Greer, Division Administration
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: Early Advertising
File No. 46693 - Thoreson
Union Pacific Railroad Shoofly
East Portland Freeway

The Union Pacific Railroad shoofly is a critical item on our construction program. The Department of Transportation would like permission to advertise this project, even though we do not have possession. We would anticipate filing the deposit into court on this unimproved file by the day of the bid letting. If any roadblocks appear it would be possible for us to remove it from the bidding process and delay it for the necessary period of time. We would appreciate your approval of this request.

JBB:jc

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
J. H. Versteeg
L. C. Grothaus

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JUN 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3122

8588

8-3-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(50)313

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71016

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
Mathews
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Columbia Blvd. Interchange (UPRR Shoofly) Section"

GENERAL DESCRIPTION OF WORK:

Railroad Shoofly (Code Y040 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Railroad Protective Services $5,000
Temporary Erosion Control $2,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $239,782-Federal Funds $221,174.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	D. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-866

8588 8-1-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-543

FROM:
G. L. Green
Division Administrator

TO:
Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '77

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Interstate 205	Primary 64

6 Mc REFER TO Mochring FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL LOCATION:
"Clackamas River-Washington State Line"

GENERAL DESCRIPTION OF WORK:
Railroad Work (Columbia Blvd Interchange - UPRR Shoofly)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 20, 1977 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad Company, approved by the Highway Division on 6-15-77 at a total estimated cost of $333,373 Federal Funds $307,500.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-77	V. E. Swan	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

8588 I-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/29/77
Donald L. Bunt

1-28-77 Bid Letting _____ All Clear Deadline

SECTION COL. BLVD. INT. (UPRR SHOOFLY) KENTON LINE
Highway East Portland Freeway
County Multnomah Region _____
Type of Work Grading Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration		X				Any problems are covered in the Specs.
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands					X	
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8588

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1977

In reply refer to: HBR.3-OR

SUBJECT: Oregon Project I-205-7(2)-
UPRR Detour Str. - #9682-B

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Preliminary plans submitted with Mr. Wallace's April 6, 1977 letter are approved. We are sorry about the delay in approving this submission.

G. L. Green

cc:
OSHD (W Hart)

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
Hart
FOR

Con 21-2
I-205
Marine Dr.-
Col. Blvd.
Int.
Sp.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 6, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Union Pacific Rsilroad Detour Structure
East Portland Freeway
Multnomah County
Bridge 9682B

Enclosed are five copies of a new preliminary plan and elevation, drawing 31948, for the subject structure. This replaces drawing 31806.

Requirements for wider openings, as indicated in the attached copy of the March 17, 1977 memorandum, necessitated longer spans and elimination of the timber structure alternate. (See letters of January 28 and March 11, 1977.)

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $209,000.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

Enclosure

cc James Chidsey /w/ 5 copies of attach.
E. S. Hunter
L. W. Rulien
W. J. Hart

RECEIVED
STATE HWY ENGR
APR 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8588

8

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

September 22, 1977 Bid Letting	State Share	Project Cost Estimate
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

8589 N.E. Maywood Place Sec. of 1977
E. Ptld. Fwy. in Maywood Park
(Grading & walls)

8579

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 626

L.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (H S Coulter)

FINAL ACCEPTANCE REPORT

4-3-80

STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4-3-80	C. T. Christianson, Area Engineer	I-205-7(54)312

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-11-79	10-24-79	100 %	SCD 10-1-78

APPROVED EXTENSIONS	LOCATION
SCD 6-11-79	Maywood Park area near Rocky Butte

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAYWOOD PLACE SEC
E. PORTLAND FREEWAY
Grading, Paving & Walls

The project was completed at a final cost of $912,784 representing a negligible underrun. The approved contract time extensions are not reflected on the final estimate even though no liquidated damages are charged.

RECEIVED
STATE HWY ENGR
APR 7 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

4/7 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: C. T. Christianson		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 4-3-80	TITLE: Field Operations Engineer	DATE: 4-4-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8589)) I-205

ROAD DESIGN SECTION CON 2 37

William Tison
Resident Engineer

December 13, 1979

Fred Eriksen by R.F.
Fred Eriksen
Design Engineer

Subject: N.E. Maywood Place Section
East Portland Freeway
Multnomah County

The "as-constructed" narrative for the project was very interesting. The 16-foot bottom width trench excavated adjacent to the wall location must have been adequate for the contractor's operation during wall construction.

At the time the work was in progress, we were surprised to learn of the wet conditions you encountered in this excavation. The information we had was that the soils in the area were gravels and very free draining.

The drainage system you were required to install between the bikeway and sound berm was also a surprise. It would seem that more soils work needs to be done on certain projects during location.

Your overrun of topsoil will be noted. We should be taking into account the difference between truck measure and in-place measure.

FE:ja

cc Ed Hardt

#8589

COW 5
#8589

October 30, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8589 awarded to Donald M. Drake Company for work on the N. E. Maywood Place Section of the East Portland Freeway in Multnomah County was completed on June 11, 1979, and accepted by the State Highway Engineer on October 24, 1979.

Final payment in the amount of $747.14 will be released to the contractor after November 5, 1979. The total contract amount is $896,115.79 including $15,013.72 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8589 D *** FINAL REPORT ***

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Maywood Place		WEEK ENDING: August 24, 1979
		SECTION PREFIX: 626-1040
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: N.E. Maywood Place	KIND OF WORK: Grading, Paving & Walls	
CONTRACTOR: Donald M. Drake Company	CONTRACT NUMBER: 8589	FEDERAL AID PROJECT NUMBER: I-205-7(54)312
DATE OF CONTRACT: August 31, 1977	DATE WORK STARTED: September 23, 1977	ESTIMATED COMPLETION DATE: PROJECT COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 476	CALENDAR DAYS USED 476
PROJECT AUTHORIZATION: $ 989,513.43	SPECIFIED COMPLETION DATE: June 11, 1979	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 911,049.81	ENGINEERING AUTHORIZATION $ 78,463.62	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 910,784.02	ENGINEERING COST TO DATE $ 114,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN XXXXXXXX 3.67 %	PERCENT OF AUTHORIZATION 146 %	DATE PROJECT WAS COMPLETED: June 11, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Str. Exc.	Walls
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.57	0.57			0.57
MILES PARTIALLY COMPLETED	0.57	0.57			0.57
MILES COMPLETED	0.57	0.57			0.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43,200 CY	1,640 TON			1,530 TON
TOTAL QUANTITIES CORRECTED TO DATE	43,811 CY	1,421 TON			2,426 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	43,811 CY	1,421 TON			2,426 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

August		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	19	Showers	0		
MONDAY	20	Showers	0		
TUESDAY	21	Partly Cloudy	0		
WEDNESDAY	22	Partly Cloudy	0		
THURSDAY	23	Partly Cloudy	0		
FRIDAY	24	Clearing	0		
SATURDAY	18	Showers	0		

RECEIVED
AUG 28 1979
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

August	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 19	No activity.
MONDAY 20	No activity.
TUESDAY 21	No activity.
WEDNESDAY 22	No activity.
THURSDAY 23	No activity.
FRIDAY 24	No activity.
SATURDAY 18	No activity.

REMARKS

Project was completed June 11, 1979. Third Notification is pending submittal by the contractor of all forms, documents and certifications required under the contract. It is anticipated that we will be able to submit the Semi-Final Estimate next week less the above.

This will be the FINAL REPORT for this project.

SIGNED W. A. Tison, Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8589

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-104		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	8-15-79	Project Number I-205-7(54)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 988,605.00	$ 1,052,400.00
Federal funds	$ 911,889.00	$ 970,733.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of August , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By XXX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR July 31, 1979

Federal Aid Project
No. I-205-7(54)312

N.E. Maywood Place Section
East Portland Freeway Highway
Multnomah County

Revised Project Agreement Estimate

Type Code Y007
Sound Barriers (Sta. 214+50 to Sta. 244+00)
Subtotal of previous estimate of Oct. 11, 1977 $871,018.00

Previous Estimate			
Hauling & Placing Topsoil	3,120 C.Y.	4.00	$ 12,480.00
Special Wall Backfill	5,440 C.Y.	3.00	16,320.00
Class "B" or "C" Asphalt	1,530 Ton	17.90	27,387.00
			$ 56,187.00

Revised Estimate			
Hauling & Placing Topsoil	4,236 C.Y.	4.00	$ 16,944.00
Special Wall Backfill	7,562 C.Y.	3.00	22,686.00
Class "B" or "C" Asphalt	2,421 C.Y.	17.90	43,335.00
Extra For Special Wall Backfill (PA#10)	7,562 C.Y.	2.30	17,392.00
			$100,357.00

Increase	$ 44,170.00
Subtotal	915,188.00
Engineering	137,212.00
Total	$1,052,400.00

Length of Project. . . . . 0.0 mile

Federal Funds	$ 970,733.00
State Funds	81,667.00
	$1,052,400.00

Group 1 - 98%
Group 8 - 2%
Contract No. 8589
Prefix 626-1040

8589

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO.		County: Multnomah
	FEDERAL-AID PROJECT AGREEMENT	Project No.: I-205-7(54)312
	10-17-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Haywood Park

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8/3/77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 986,605	$ 911,889

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By H J Dorman
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Gray
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon October 11, 1977

Federal Aid Project
No. I-205-7(54)312

N.E. MAYWOOD PLACE SECTION
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code Y007			
Sound Barriers (Sta. 214+50 to Sta. 244+00)			
Mobilization	All Required		$ 74,000.00
Temporary Protection & Direction of Traffic	All Required		21,085.00
Temporary Signs	114 sq.ft.	8.50	969.00
Temporary Continuous Rail Traffic Barriers	88 each	8.00	704.00
Temporary Barricades	7 lin.ft.	95.00	665.00
Flagmen	240 hr.	13.50	3,240.00
Clearing & Grubbing	All Required		60,000.00
Removal of Structures & Obstructions	All Required		17,555.00
General Excavation	43,200 cu.yd.	0.95	41,040.00
Trench Excavation	1,300 cu.yd.	3.50	4,550.00
Finishing Roadbed and Slopes	All Required		4,000.00
Hauling and Placing Topsoil	3,120 cu.yd.	4.00	12,480.00
Watering	840 M-Gal.	10.00	8,400.00
1"-0 Aggregate Base	1,640 ton	7.25	11,890.00
Class "B" or Class "C" Asphalt Concrete	1,530 ton	17.90	27,387.00
Structure Excavation	12,900 cu.yd.	1.85	23,865.00
Special Wall Backfill	5,440 cu.yd.	3.00	16,320.00
Concrete in Walls	3,970 cu.yd.	99.00	393,030.00
Reinforcement in Walls	369,600 lb.	0.21	77,616.00
12-inch Sewer Pipe	2,170 lin.ft.	12.50	27,125.00
Concrete Inlets, Type G-2M	1 each	300.00	300.00
Concrete Inlets, Type G-1 Modified	12 each	280.00	3,360.00
Gravel Sumps	3 each	220.00	660.00
6-inch Drain Pipe	3,020 lin.ft.	1.70	5,134.00
CL-6 Chain Link Fence	2,950 lin.ft.	4.00	11,800.00
16' x 72" Chain Link Single Gates	5 each	249.00	1,245.00
Concrete Curbs	96 cu.yd.	93.00	8,928.00
Roadside Seeding & Mulching	2 acre	450.00	900.00
Roadside Mulching	1 acre	570.00	570.00
Bark Mulch	130 unit	80.00	10,400.00
			$869,218.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 1,000.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,800.00
	Subtotal		$871,018.00
	Engineering		117,587.00
	TOTAL		$988,605.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status (not included in amounts below)		
Bikeway Signs	All Required	$ 800.00

Federal Funds (92.24%)	$911,889.00
State Funds	76,716.00
TOTAL	$988,605.00

Group 1 - 100%
Contract No. 8589
Prefix: 626-1040

8589

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Maywood Place		WEEK ENDING: June 29, 1979
		SECTION PREFIX: 626-1040
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: N.E. Maywood Place	KIND OF WORK: Grading, Paving & Walls	
CONTRACTOR: Donald M. Drake Company	CONTRACT NUMBER: 8589	FEDERAL AID PROJECT NUMBER: I-205-7(54)312
DATE OF CONTRACT: August 31, 1977	DATE WORK STARTED: September 23, 1977	ESTIMATED COMPLETION DATE: PROJECT COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 476	WORK DAYS USED / CALENDAR DAYS USED: 476
	SPECIFIED COMPLETION DATE: June 11, 1979	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 989,513.43	ENGINEERING AUTHORIZATION: $ 78,463.62	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 911,049.81	ENGINEERING COST TO DATE: $ 110,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 917,677.26		DATE PROJECT WAS COMPLETED: June 11, 1979
ESTIMATED PERCENT: OVERRUN XXXXXXXX 3.35 %	PERCENT OF AUTHORIZATION: 140 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Str. Exc.	Walls
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.57	0.57			0.57
MILES PARTIALLY COMPLETED	0.57	0.57			0.57
MILES COMPLETED	0.57	0.57			0.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43,200 CY	1,640 TON			1,530 TON
TOTAL QUANTITIES CORRECTED TO DATE	43,870 CY	1,421 TON			2,421 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	43,870 CY	1,421 TON			2,421 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

June	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Clear, Warm	0		
MONDAY 25	Clear, Warm	0		
TUESDAY 26	Clear, Warm	0		
WEDNESDAY 27	Clear, Warm	0		
THURSDAY 28	Clear, Warm	0		
FRIDAY 29	Cloudy, Cooler	0		
SATURDAY 23	Clear, Warm	0		

RECEIVED
JUL 2 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlaes, Widmer, Gebauer, Church

June	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 24	No activity.
MONDAY 25	No activity.
TUESDAY 26	No activity.
27 WEDNESDAY	No activity.
THURSDAY 28	No activity.
FRIDAY 29	No activity.
SATURDAY 23	No activity.

REMARKS

Project was completed June 11, 1979. Third Notification is pending submittal by the contractor of all forms, documents and certifications required under the contract. Work on completion of the semifinal estimate is proceeding.

SIGNED W. A. Tison LOCATION Portland

W. A. Tison, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8589 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-17-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(54)312

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71020

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO: Mr. H. S. Coulter, State Highway Engineer, ODOT, Salem, Oregon

4-25 orig to

RECEIVED STATE HWY ENGR APR 25 '79

REFER TO Maehrings FOR

Info | Init | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	4-3-79	Interstate 205	Primary 64

GENERAL LOCATION: N. E. Maywood Place

GENERAL DESCRIPTION OF WORK: Furnish and Install Bikeway Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of April 3, 1979, as requested in Mr. Keasey's letter of April 10, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,070 - Federal Funds $987.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8589

March 26, 1979

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Gentlemen:

Time Extension
N.E. Maywood Place
Multnomah County
Contract No. 8589
FAP No. I-205-7(54)312

We have reviewed your request for time extension on the above project. An increase of 37 calendar days is hereby granted. Considerations in granting this request were the stop work order on wall backfill and the additional quantity on Bid Item 17, Special Wall Backfill.

The project is presently under a shutdown order and the Resident Engineer will issue a revised specified completion date when work is allowed to resume.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr jh
bc: Federal Highway Administration
C. T. Keasey
Robert Church
E. L. Hardt
Bill Tison
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 19, 1979

FILE: CON 5 #8589

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
N.E. Maywood Place Section
Multnomah County
Contract No. 8589

The contractor on the subject project, Donald M. Drake Company, has requested a 40-day increase in which to complete the contract. Pertinent project time data are:

Date of award	August 30, 1977
Work began	September 23, 1977
Previous time extension	41 days
Revised specified completion	November 11, 1978

The project consists of grading, paving and wall construction. The reasons given by the contractor for this request are a stop work order on wall backfill, and an additional quantity for bid item 17, special wall backfill.

A 41 calendar day extension was previously granted on September 21, 1978. This was a result of a stop work order on retaining wall work to allow for stabilization of the foundation material. Time was granted as this affected the major portion of the work at this time.

On April 25, 1978, the contractor was ordered to stop backfill behind the retaining wall. This was due to excessive tipping of the wall. The contractor was then asked to unload the wall. The material used in backfilling behind the wall had been approved prior to award of the contract. This material was later found to be unsuitable. A price agreement was written to reimburse the contractor for the special wall backfill. On June 16, 1978, the contractor was allowed to resume work. A total of 53 days have been lost on wall backfill. This work was critical to the contract, as it prevented work above and back of the wall from continuing. This work consisted of sound berm construction, gravity wall construction, paving a bikeway and drainage work on Maywood Place.

The resident engineer has made a detailed analysis of the effective time loss on other work due to the delay in backfill work and recommends a 27 calendar day extension due to the lost time in the work above and beyond the backfill, and 10 calendar days due to the overrun of wall material. The total progress of the job was not encumbered by the 53-day backfill delay since retaining wall construction was able to continue. The job did, however, suffer some lost time in production, due to this delay. It appears that 37 days is reasonable and it is recommended a 37 calendar day extension be granted to the contractor.

The project is presently under a shutdown order due to conditions deemed undesirable for completing the remaining finishing work. Eight days liquidated damages have been charged to date and with this 37-day extension there will remain 29 calendar days to complete the project. This appears to be ample time to complete the remaining work. A new specified completion date will be determined by the resident engineer once the work is allowed to resume.

FHWA concurrence will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt
William Tison

RECEIVED
STATE HWY ENGR
MAR 21 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

2-230 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar Days

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 25, 19 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 436 days to 476 days, within which to complete our Contract No. 8589, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Stop Work Order issued on April 24, 1978
2. Additional quantity for Bid Item 17, Special Wall Backfill

Respectfully submitted,

DONALD M. DRAKE COMPANY
Contractor

By Peter del Ebert

CONSENT OF SURETY

Date January 25, 1979

We, The Travelers Indemnity Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roger C. Attorney-in-fact

(SEAL)

Carrion & Black of Oregon, Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8589 Contractor Donald M. Drake Company

Highway East Portland Freeway

Section N. E. Haywood Place

Kind of Work Grading, paving and walls

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

An increase of 37 calendar days is granted due to the stop work order on wall backfill and the additional quantity on bid item 17, special wall backfill.

Recommended for Approval:

Marvin Loft
Regional Engineer

O. B. Jackson
For Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

Contract No.	8589
Project designation	I-205-7(54)312 (State-Federal)
Date awarded	August 30, 1977
Work started	September 23, 1977
Per cent completed	93 1-31-79 (Date)
No. of Workdays Allowed	Spec. com. date October 1, 1978
No. of Workdays Used	rev. to Nov. 11, 1978 by pre. req.
No. of Added Workdays Requested	

SP*6785-734

8589

D

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Co.

We have received safekeeping receipt 214960 for $100,000.00 savings certificate No. 00 411002 which replaces certificate No. 399635 (Receipt No. 214686).

The allocation of funds remains:

Contract	Amount
8338	$35,000.00
8589	60,000.00
Unallocated	5,000.00

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Donald M. Drake Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev 7-77)

#8589

DATE: November 22, 1978

TO: R. N. Bothman, Administrator
Metropolitan Section

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Maywood Park

I agree with you that the results of efforts made to work with the citizens and officials of Maywood Park are truly phenomenal.

Please pass on my congratulations to Ken Limbocker, Bill Tison and others involved for their successful efforts in this regard.

FBK:srb

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: F. B. KLABOE
Chief of Operations

DATE: November 16, 1978

FROM: R. N. BOTHMAN
Administrator

SUBJECT: Maywood Park

I can't help but point with satisfaction to the attached article in the Oregonian, November 14 as a 180 degree turn around from the position of the city of Maywood Park and the residents five years ago.

Other recent articles have pointed to the fact that there is no vacant housing in Maywood Park and, in fact, the prices and the demand for housing is high, as people are moving back into that area.

It has been the efforts of people like Ken Limbocker coordinating the design and actually listening and responding, as indicated in the attached memo from Ken, to the concerns of the folks, and the efforts of Bill Tison the Resident Engineer on the construction project in the area.

I have attended several council meetings in the last few months. The Department is being supported by the council of which the current Mayor was one of the strongest opponents to the freeway. The efforts of Ken and Bill and support of all those working on the I-205 design and construction has paid off for ODOT.

ke

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
E. L. Hardt
K. D. Limbocker
W. Tison

Attachments

RECEIVED
DOT OPERATIONS
NOV 16 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

626-1909
(470)

THE OREGONIAN, TUESDAY, NOVEMBER 14, 1978

Ducking under 'watchdog'

I-205 runs unobtrusively through back yards

By ROD PATTERSON
of The Oregonian staff

MAYWOOD PARK — What would you do if the state Highway Division wanted to build a freeway through your back yard?

If you were a resident of Maywood Park, you'd join your neighbors in incorporating to fight the project.

But if you only succeeded in re-routing the freeway slightly, you'd spend the next few years watching construction of the new highway carefully — very carefully.

Now this small city's role as watchdog is coming to a close as the earth berm that will protect Maywood Park from construction and traffic noise is completed. The residents are giving highway officials passing marks for their cooperation during construction, concluding that the freeway at their back doors is as unobtrusive as a wide ribbon of paving could be.

Last week, the City Council chose from among four alternatives for landscaping of the earth berm along Northeast Maywood Place, one of the last municipal acts directly affecting the construction of Interstate 205.

Earlier, the city had succeeded in getting the Highway Division to change its plans to build an elevated freeway through Maywood Park, and the city also opted for the earth berm rather than a concrete wall as a sound barrier.

As the freeway parallels Northeast Maywood Place, it will be as much as 10 to 15 feet below grade. From Maywood Place, all that will be visible is a slope of barkdust that eventually will have plantings, a bike path and occasional large trees the city petitioned to have saved.

"I feel really pleased," said Ruth Brent, the city's recorder. "I think we've come a long way. Citizen input can be a nuisance, but citizens are the ones who have to live with it."

Mrs. Brent says the earth berm might even become a kind of mini-park for the city of 1,065 residents in some 300 homes. She envisions decorative lighting along the bicycle and pedestrian pathway on Maywood Place and park benches under those saved trees.

"Already, you see people walking along the path. I think it's going to be a nice place to take a stroll in the evenings."

At the northwest end of Maywood Place, highway officials said there was not enough right-of-way between the city street and the freeway. So the earth berm stops near Northeast Skidmore Street, and highway officials said a concrete wall sound barrier would have to be built on the block between Skidmore and Campaign streets.

But the City Council had its say on that, too. It wanted (and received) assurances from highway officials that the wall would be disguised with landscaping.

"We can use ivy," Mrs. Brent said, "and possibly some trees in front of the wall. We're mainly concerned with the aesthetics. No one wanted to look across at a concrete wall, and we were afraid it would attract graffiti and be a mess."

William A. Tison, the Highway Division's resident engineer for the Maywood Park stretch of the freeway, praised the city's involvement in the freeway construction.

"They're probably upset some," he said. "I think they may have some reason to complain, but I haven't had too much trouble. The sound wall and drainage were some of their main concerns. They were concerned about water running across their property."

Glen F. O'Dell of the engineering firm of Seton Johnson and Odell Inc., who has been hired by the city to oversee the highway's construction (completion is expected by 1982), said he feels the contractor building the freeway has been "a little more conscientious because (it has) another engineer looking over (its) shoulder."

O'Dell makes monthly inspections of the highway's progress.

"It's primarily to make sure that commitments made to the people are being carried out," he said. "Most have to do with the earth berm and the bicycle path. We've looked also at the drainage in the area and the paving of Maywood Place. To date, we've found nothing earth-shaking."

O'Dell said he would be interested in following closely the construction of the concrete wall on the one-block stretch at the end of the berm.

"We've got maybe another couple of months of inspection out there — at least until they start paving the freeway," he said.

While the engineering firm has billed the city about $100 a month for its services, O'Dell said he has been able "to make sure that the communication between the city and the state doesn't get garbled."

"The aesthetics are certainly important," Mrs. Brent said. "We're concerned about noise and air quality."

The hue and cry from the city was justified, she said, because once the freeway has been completed, "there's not a great deal you can do."

And as she looks down Northeast Alton Street to Maywood Place, all she sees is a mound of barkdust and a bike path.

"You can't even tell it's down there," she said of the highway.

"We're feeling kind of comfortable about the whole thing."

8589

1-205-37

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services (DEPT.) 238-8231 (TELEPHONE)

TO: R. N. BOTHMAN
Administrator

DATE: November 7, 1978

FROM: K. D. LIMBOCKER
Metro Location-Design Engineer

SUBJECT: Sound Wall Problem
Maywood Place

Bill Tison and I met with the Maywood City Council last night (11/6/78) to discuss the remaining noise mitigation problem along Maywood Drive.

After an explanation of the options available and considerable discussion, the Council requested a vote by the people in attendance that were directly affected. The vote was unanimous for the free standing wall with landscaping. Also they agreed to planting of ivy only on a short section to allow for the maximum space for the driveway for Hardesty property. There were several comments on the improved appearance of Maywood Drive indicating acceptance by the people.

Bill Tison had talked to three ladies in the afternoon who indicated that all available property in Maywood is occupied and others who had left were trying to purchase property so they could return.

Another concern was the drainage on Maywood Drive. I suggested that they contact the county regarding work on the easterly side. The county had previously indicated to me that they would like to coordinate some work on Maywood Drive with our effort.

Lighting was another concern that was raised. The area west of Campaign is currently a moral hazard due to the seclusion and lack of lighting. Temporary closure of the bikepath connection to Prescott was suggested and will be done to eliminate motorbike and four-wheel drive vehicles from using the bikeway to access the problem area.

By a copy of this letter, I am asking Gary Kennen to investigate the possibility of having a light installed on the cul-de-sac on Campaign.

Hopefully the problems in Maywood have been resolved to the satisfaction of the City Council.

pq

cc Gary Kennen
A.D. Olson

Tison to send in county map for mail. He will discuss w/ Craft for Taylor PA to sit in present — ADO.

1 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
4 Anderson

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ENGINEERING SECTION

Trout
Do Not File
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REFERRED TO
Beard Stoudenmeyer
Cole Sample
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BY FINAL DESIGN ENGINEER

81-125-1307

8529

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-24-78

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-6-77	Interstate 205	Primary 64

GENERAL LOCATION: Clackamas River - Washington State Line

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-5-78 the actual costs for the adjustment of Parkrose Water District's relocation of facilities for N.E. Maywood Place Section is revised to TEC NTE $21,027.00 (SFO #77 & 78).

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-78	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

#8589

~~ROW 18-4~~

NOTED
E. S. HUNTER

October 20, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administrator
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention C. T. Christianson
Area Engineer

Task Order No. 9
Engineering Service Agreement
Parkrose Water District/CH2M-Hill
Clackamas River-Washington
State Line Utility Project
(N. E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Gentlemen:

Reference is made to your Letter of Approval and/or Authorization dated June 30, 1976, which approved an agreement to furnish engineering services between Parkrose Water District and the consulting engineering firm of CH2M-Hill, covering engineering services required in the adjustment of the District's water facilities in conflict with the construction of the East Portland Freeway.

Enclosed is a fully executed copy of Task Order No. 9, a supplement to the "Agreement to Furnish Engineering Services" between Parkrose Water District and CH2M-Hill, dated June 30, 1976. Task Order No. 9 covers engineering services required to provide Final Design, Services During Construction, On Site Inspection and Other Services required for the construction of a pipeline crossing of the East Portland Freeway at N. E. Skidmore Street.

Parkrose Water District does not have sufficient engineering staff to accomplish the engineering work required under Task Order No. 9.

Your approval of Task Order No. 9 and confirmation of your verbal authorization to proceed with the work as of October 20, 1978, under the provisions of PPM 30-4 and FHPM 6-1-2-2 is requested. Estimated cost to the State for work covered by Task Order No. 9 is $23,700.00. This work will be accomplished under SFO No. 98.

Yours truly,

D. E. Swan
Federal Aid Engineer

DES/seb
Enclosure
cc: ✓E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
OCT 20'78
REFER TO
FOR
Info | Invest | R/D | b/R | Ign | ict | File

6-30-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-205-7(13)300

STATE PROJECT NO.

Clackamas River - Washington State Line

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

COUNTY NAME
Clackamas & Washington ~~Multnomah~~

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO
Ruben
FOR

Info	Lives	R/D	D/R	Sign	Ad	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	June 30, 1976	Interstate Route 205	Primary Route 64

GENERAL LOCATION:
Portland Urban Area

GENERAL DESCRIPTION OF WORK:
Utility preparatory work by Consultant

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Utility Preparatory work (Parkrose Water Dist)
TEC $42,585 - FF 39,297

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The Consultant Agreement between Parkrose Water District and the consultant engineering firm CH2M & Hill for engineering services required in the adjustment of water services facilities is hereby approved effective June 30, 1976.

You are authorized to proceed with the pre-design and design phases of work as described in the supplements to the agreement as Tasks #1 and #2.

Total estimated cost not to exceed $42,585.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-76	Warren W. Cross	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-058

#8589

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

PROJECT MANAGEMENT
CDE
FAE 0

October 5, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention C. T. Christianson

NOTED
E. B. HUNTER

Cost Overrun
Parkrose Water District
Water Main Relocation
Clackamas River-Washington
State Line Utility Project
(N.E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Gentlemen:

Reference is made to your Letter of Approval and/or Authorization dated March 2, 1978, which approved the relocation of Parkrose Water District's water main facilities in N.E. Skidmore Street (Temporary) and N.E. Maywood Place (Permanent and Temporary). Copies of your letter and the original estimates for the work are attached for your convenience.

A letter from Parkrose Water District dated August 8, 1978 makes an explanation of why the relocation costs overran the original estimates. The work was in two parts; (1) temporary crossing at N.E. Skidmore Street and (2) permanent relocation of a portion of main in N.E. Maywood Place.

The temporary crossing at N.E. Skidmore Street actually underran the estimate after salvage credit was applied. Recap is as follows:

Estimated Cost (25.9% O.H. Not Incl.)	$10,239.61
Actual Cost (25.9% O.H. Incl.)	$11,131.42
Salvage Credit	4,904.87
NET COST	$ 6,226.55

(Copies of Invoices are attached.)

The permanent relocation on N.E. Maywood Place overran the estimated cost. Recap is as follows:

Estimated Cost (25.9% O.H. Not Incl.)			$ 7,985.33
Actual Cost (25.9% O.H. Incl.)	Inv.	#0-78-227-2	$ 9,482.40
	"	0-78-410-1	209.25
	"	0-78-512-2	4,556.69
	"	0-78-272-3	552.05
TOTAL COST			$14,800.39

(Copies of Invoices are attached.)

RECEIVED
TECHNICAL SERVICES
OCT 9'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122 (Rev 7-77)

A comparison of the estimate and the Invoices is as follows:

		Estimated		Actual Cost
Materials		$4,873.19		$6,002.94
	+20% Cont.	974.64	25.9% O.H.	1,554.76
		$5,847.83		$7,557.70
Labor and Equipment		$1,781.25		$5,038.02
	+20% Cont.	356.25	25.9% O.H.	1,304.85
		$2,137.50		$6,342.87
Miscellaneous		$0		$ 714.70
			25.9% O.H.	185.11
				$ 899.81

It is evident from the above comparison that Parkrose Water District underestimated the material cost approximately 29 percent and labor and equipment cost approximately 197 percent. The Miscellaneous cost are for the most part materials incidental to pipeline installation.

The State has reviewed the water main installation and has determined that the overall cost for the relocation is within normal cost range. Materials included were required. Time charged for labor and equipment is not excessive for the conditions related to the relocation.

Your approval of the actual cost increase from the originally estimated $18,225 to $21,026.94 for both the N.E. Skidmore Street (Temporary) and N.E. Maywood Place (Permanent) relocations is requested. Additional cost to the State is $2,802. The N.E. Skidmore Street relocation is covered by SFO #77. The N.E. Maywood Place relocation is covered by SFO #78, which will increase from $7,985.33 to $14,800.39.

Yours truly,

D. E. Swan
Federal Aid Engineer

DES/seb
Enclosures
cc: ✓E. S. Hunter
Jack M. Cartwright
Gary Kennen

8589

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-25-78

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
State of Oregon, DOT
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-23-78

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION: Clackamas River - Washington State Line

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE:

☐ LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☑ OTHER (Specify) Utility Adjustment
Parkrose Water District
(N.E. Maywood Place)
TEC NTE $1,322

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-18-78 this will confirm the advance authorization of Mr. C. T. Christianson to proceed with the actual adjustments of Parkrose Water District's Water Main Disconnect and Services effective 8-23-78. Reimbursement on an actual cost basis is approved. I approve the agreement with the utility.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

(SFO # 95)

NOTED Swan
F. B. KLABOE 10-3

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-25-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-79) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-458

1587

September 21, 1978

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

Gentlemen:

Time Extension
N.E. Maywood Place
Contract No. 8589

Careful consideration and review have been given your request for an increase in the number of calendar work days.

A 41-day time extension has been granted for time lost during the step work order issued December 13, 1978. The new project specified completion date will be November 11, 1978.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc: FHWA
C. T. Keasey
E. L. Hardt
Robert Church
Bill Tison
Richard Hacek

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8589

Salem, Oregon

September 30, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Maywood Place
Multnomah County
Contract No. 8589

TO: H. S. Coulter
State Highway Engineer

Donald M. Drake Company, contractor on the subject project, requests a 49 calendar day time extension. The contractor was prohibited from working on the retaining wall, as this work was under shutdown until the foundation material could be stabilized. The request is based from the time the stop work order was written until the contractor was able to resume work on the wall. Pertinent dates are:

Stop work issued	12-13-77
Specified completion	10- 1-78

The contractor, being unable to pursue the retaining wall work due to the grade being too wet for fine grading or toe trench excavation, was written a stop work order. A price agreement followed to provide cement to stabilize the foundation under part of the wall. This work would have been completed January 23, but due to a contractor error had to be redone. Work was satisfactorily completed January 30. The contractor should be allowed the time from 12-13-77 until January 23, 1978, or 41 calendar days.

The stop work order, although written for Bid Item 18, Concrete in Walls, affected the major portion of the work at this time. The time count should have been stopped and a new specified completion date issued upon resumption of the work. It is recommended the 41 days be granted. This will revise the specified completion to November 11, 1978.

A rough draft letter to the contractor is attached. FHWA approval will not be required.

OBJ:fr

Att.

cc: Ed Hardt
Bill Tison
Robert Church

RECEIVED
STATE HWY ENGR
SEP 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

D-386 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar Days

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 19, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 395 days to 444 days, within which to complete our Contract No. 8589, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

From December 13, 1977, to January 30, 1978, we were unable to work due to unstable subgrade.
A Stop Work Order was issued December 13, 1978, and on January 30, 1978, the cement treated base had cured and work could proceed.

Respectfully submitted,

Donald M. Drake Company
Contractor

By W. E. Smith Wilder E Smith
Vice President, Construction

CONSENT OF SURETY

Date May 25, 1978

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean L Beck
Attorney-in-fact DEAN L. BECK

(SEAL)

CHERRIAN & BLACK OF OREGON, INC
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8589 Contractor Donald M. Drake Co.

Highway East Portland Freeway (I205)

Section N.E. Maywood Place

Kind of Work Grade, pave & walls

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

A 41 calendar day time extension is hereby granted due to the issuance of a stop work order.

Recommended for Approval:

Regional Engineer

O. B. Jackman
For Construction Engineer ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8589
Project designation	I205-7(54)312 (State-Federal)
Date awarded	Aug. 30, 1977
Work started	Sept. 23, 1977
Per cent completed	60% = 6-6-78 (Date)
Completion Date ~~No. of Workdays Allowed~~	Oct. 1, 1978
No. of Workdays Used	to date
No. of Added Workdays Requested	49

SP*67H5-734

1589.

ROW 18-4

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street, N.E.
Salem, OR 97310

Water Main Disconnect and Services
Adjustment
Parkrose Water District
Clackamas River-Washington State Line
Utility Project
(N.E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's facilities dated August 30, 1978, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 14, 1977 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves ten (10) crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 23, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,322.00. This work will be performed under SFO #95.

Yours truly,

D.E. Swan
Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
SEP 19 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JMC/seb
Enclosure
cc: E.S. Hunter
Jack M. Cartwright
Gary Kennen

NOTED
E. S. HUNTER

Form 734-3122 (Rev. 7-77)

8589

I-205-37

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

Maywood I-205

TO: Ken Limbocker
Design Engineer

DATE: September 12, 1978

FROM: R. N. Bothman
Administrator

SUBJECT: I-205 Noise Berm Skidmore-Prescott Streets

Please take the responsibility to follow through with the commitments made to the City Council Monday night, September 11.

The agreement is to quickly present back to the Council, so that they can present to the citizens, a plan with typical sections of the several alternatives discussed.

The commitment is to provide for a noise barrier in conformance with the FEIS. The FEIS does show a noise barrier in the form of a berm extending from Skidmore to slightly north of Champagne.

Since the commitment was made to provide a noise berm (not wall) we are committed to develop, at least on the east exposure, the effect of a berm. The citizens in this particular area are deathly opposed to a wall. They did agree to a 5 foot berm with a 2 foot wall exposed on top.

The above applies to both walls involved, outside the bicycle path and inside the bicycle path; to put it another way, the entire wall between the two currently constructed berms shown on the construction plans.

I would appreciate it if you would obtain a satisfactory response from Gary Potter's shop that the design will mitigate the noise in accordance with the commitment made in the FEIS. Our evaluation of the need for a 7 foot barrier was off the cuff. That height should be confirmed.

Every effort should be made to save all the existing (at this time) trees.

Every effort should be made to save the two houses on the east side of Maywood which are involved, even though some of the neighbors have no concern for those two houses.

I do believe that the stub street to serve access to those houses should be redesigned to provide a simple driveway solution, as opposed to stub ending the street up to the second house. This could very easily provide additional right-of-way for additional space to move the bicycle path to the east and make room for berming against the sound wall in the vicinity of the two houses, which we discussed.

Vorsteeg ✓ — Christensen — George — Olson — Terpin — Sullivan — Scott — Savage

RECEIVED
SEP 14 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1307

The landscape plan should be followed up to completely hide whatever wall is left in the design, again, following up our commitment that there would be no wall made in the final environmental impact statement.

Two alternates should be developed for presentation to the Mayor who can take them to the citizens. The two alternatives include the one laid out above, which is the compromise worked out at the City Council meeting including a wall with a berm on the east side with no more than a 2 foot exposure and landscaping.

The second alternative is to extend the berms, taking the necessary right-of-way to do so, trees and so forth.

Another assumption in both cases is that Champagne is cul-de-saced and not connected to Maywood Place.

ke

cc: [redacted]
Gary Potter

8589

I 205-37

1 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 07 1978
ENGINEERING SECTION

Trout

Do Not File
Return To
Bring Up ___/___/___
Action

August 4, 1978

M E M O R A N D U M

TO: Maywood Park City Council

FROM: F. Glen Odell

SUBJECT: Additional Investigations

Following our discussions at the July 27 meeting, we have completed an investigation of the two areas in which you asked for more information.

1. Change in sound berm design

I contacted Ken Limbacher on July 31 and was informed that the gap in the berm between Skidmore and Campaign will be filled in with a 10-foot acoustical wall. The date of this construction has not been set; it may be part of the landscape contract. The wall will be blended into the berm such that there will be unbroken acoustical treatment all the way from 102nd to Prescott. This equals or exceeds the treatment committed to in the FEIS.

Based on this finding there is no need for acoustical analysis by us. All that is needed to assure compliance with the committed berm design is for us to monitor construction of the berm to assure that a 10 foot minimum is maintained along the full length.

2. Maywood Place

According to Ken Limbacher, the widening of Maywood Place to 28 ft. is being done for the purpose of providing parking along the west side of the roadway without obstructing travel. I believe this reflects an expectation that the park-like environment of the landscaped bike path and berm will attract visitors from outside the Maywood Park neighborhood.

Drainage for the street will be provided by a 12 inch line along the west side of the street. The paving grade is such that all water west of the present roadway centerline will run to the west curb and be collected in the new lines. We believe this is equal to or better than the present situation in terms of water accumulation on the east side of the street.

We find one apparent problem with the bike path design in that a 0.02% slope from the bike path to the berm will cause runoff from a 11 ft. strip corresponding to the path to accumulate with runoff from the Maywood side of the berm itself, to pond and channel at the toe of the berm. This will tend to flood the bikepath, erode the berm, and possibly wash out landscaping. A remedial action would be to provide drainage structures at the toe of the berm to connect to the Maywood Place system. By copy of this memo to Ken Limbacher, we are bringing this to ODOT's attention. Bill Tyson acknowledged the possibility of a problem and suggested that correction could be made during the landscape contract to be let after the berm construction is completed and settlement has occured.

3. Future Work

To continue our services in your behalf, Greg Busch of our civil engineering staff will visit the project at the end of each month, inspect the progress of construction and talk briefly with Bill Tyson, and prepare a memo for your information in time for review at the next Council meeting. We will meet with you whenever you request or we feel it is appropriate.

Please call me or Greg if there are questions or problems regarding the findings of this memo or other matters.

FGO/bss

cc: Ken Limbacher
ODOT Metro Office

#8589

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 21, 1978

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Donald M. Drake Company

Gentlemen:

The request included in U.S. National Banks' letter of May 26th appears to be in order. The confirmation copy should be signed and returned to the bank.

I would suggest that a new safekeeping receipt be issued to indicate said instructions.

We will notify you in the future at such time as we authorize releasing said bonds.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: United States National Bank of Oregon

bc: C.W. Head/att.
R. Church/att.
C.W. Barrett, Jr./att.

UNITED STATES NATIONAL BANK OF OREGON

May 26, 1978

The Honorable Clay Myers
State Treasurer
State Capitol
Salem, Oregon 97310

Dear Sir

RE Donald M. Drake Company:
Oregon Highway Department Contract
Nos. 8338 and 8589

As security for loan indebtedness, Donald M. Drake Company has granted to United States National Bank of Oregon a security interest in the retainage under the above referenced Oregon State Highway Department contracts. We understand from Drake that this retainage is held by you in the form of four $5000 each municipal bond certificates in bearer form.

At such times as Donald M. Drake Company shall become entitled to receive the retainage, you are directed to deliver such bonds, or their replacements or proceeds, directly to the United States National Bank of Oregon, 321 S. W. Sixth Avenue, Portland, Oregon 97204, attention Edgar H. Whitt, Vice President.

Would you kindly confirm receipt of this letter in the space provided on the enclosed copy and return it to us.

Thank you.

Sincerely

Edgar H. Whitt
Edgar H. Whitt
Vice President

The foregoing letter and instructions for disposition of retainage funds are hereby confirmed this 31st day of MAY 1978.

DONALD M. DRAKE COMPANY

By Franklin G. Drake
Franklin G. Drake, President

Confirmed:

Clay Myers, State Treasurer _____ Date _____

COPY

8589

1-205-37

Salem, Oregon
May 18, 1978

Fred Eriksen
Design Engineer Supervisor

William Tison
Resident Engineer

Parkrose Water Line Relocation
NE Maywood Place Section
East Portland Freeway
Multnomah County

We have reviewed the CH2M Hill, Inc. predesign plan for relocating the Parkrose Water District 8 inch line and are returning one copy of the sketch with our recommendations for the minimum allowable strengths of pipe as noted in red.

The CH2M plan and profile was discussed with Jack Cartwright of the Utility Section. I do not understand the reason for the two 90° bends and 25 foot length of water line parallel to the retaining wall or the reason for the short length of 48 inch pipe. If the water line ever needed to be withdrawn for repair or replacement the section under the wall and berm could be pulled toward Maywood Place and the section under the freeway pulled to the west. The area between the retaining wall and the main roadway is only about 30 feet wide with the wall footing taking up some of that. An excavation to the flowline of the waterline would require shoring to prevent undermining the roadway or the retaining wall.

There should also be a short length of casing under the proposed sound wall on the west side of the roadway.

The Structures Section advises that the trench for the water line casing under the retaining wall should be backfilled to the bottom of the footing with 3/4" No. 4 Coarse Aggregate or Portland Cement Concrete, see Section 703.02 (f-2) of the Standard Specifications.

FE:ab
cc: John Tindall
Roger Trygstad

Vantaag
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
MAY 17 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

CH2M HILL

FROM: CH2M HILL, INC.
[redacted] SW Yamhill St. Suite 12
Portland, OR 97201

TECHNICAL SERVICES UNIT
MAY 3 1978

DATE May 2, 78
PROJECT NO. P146-107F
SUBJECT Parkrose W.D.
I-205 XING @ SKIDMORE

Mr Gary Kenneu
Oregon State Highway Division
5521 NE Glisan St
Portland, OR
Gary,

For your request we have completed a preliminary design of the I-205 Xing @ Skidmore Street, to determine location of the casing under the retaining wall on the east side of the freeway. Enclosed are 2 drawings showing horizontal & vertical alignment of the Xing. The main casing will cross the freeway @ 90° to a tangent line on "L" line stationing @ Sta. 21+00. The casing under the retaining wall will be horizontally shifted ± 25' south of the main crossing. The drawing showing the X-ing profile shows the location & slope of the casing. We would suggest a 48" casing be installed under the Retaining wall.

If you have any questions, please call

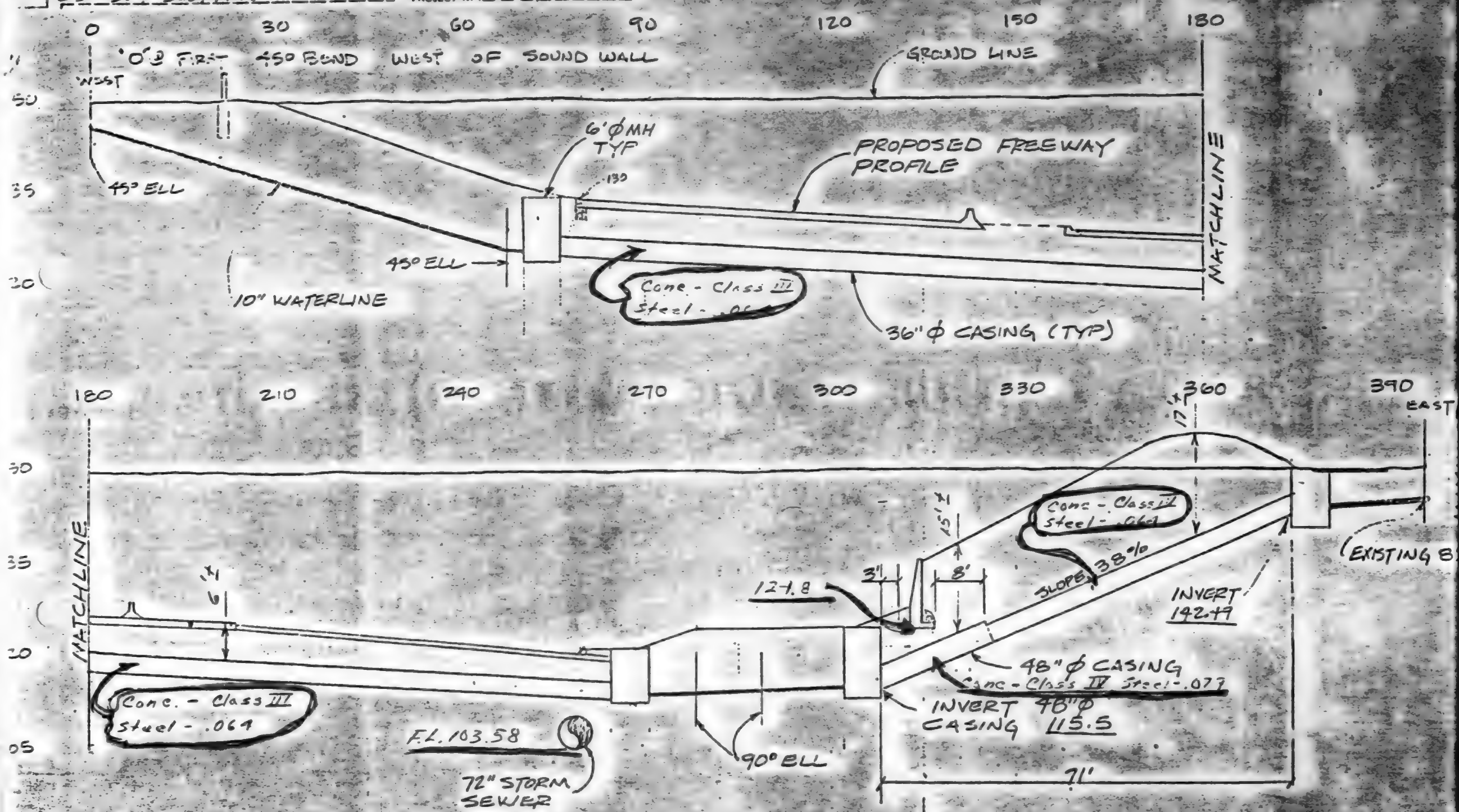
Tony Uttley

RECEIVED
MAY 08 1978
W. A. TISON
RES. ENGR.

cc Parkrose Water District
cc BILL TISON

this informal letterhead was designed to be a handwritten form of communication that will both increase message speed and reduce cost

SUBJECT: STORM DRAIN PROFILE — BY: JAC — DATE: 5/2/78
FREEWAY EB ENTRANCE ST — SHEET NO. 1 OF 1
2ND ST FREEWAY — PROJECT NO. F-0-81.20



Note: Corr. steel pipe, annular or helical with type 'A' coating.

BY JAC DATE 5/2/78
SHEET NO. 1 OF 1
PROJECT NO. FLASHED

0 60 90 120 150 180

50 BOND WEST OF SOUND WALL

GROUND LINE

6'ϕ MH TYP

130

PROPOSED FREEWAY PROFILE

MATCHLINE

45° ELL

WATERLINE

Conc - Class III
Steel - .06

36" ϕ CASING (TYP)

0 240 270 300 330 360 390

17'±

EAST

MAY WISH TO PLACE

Conc - Class II
Steel - .060

15'±

3'

8'

38%

SLOPE

EXISTING 8"W

124.8

INVERT 142.49

48" ϕ CASING
Conc - Class IV Steel - .077

INVERT 48" ϕ CASING 115.5

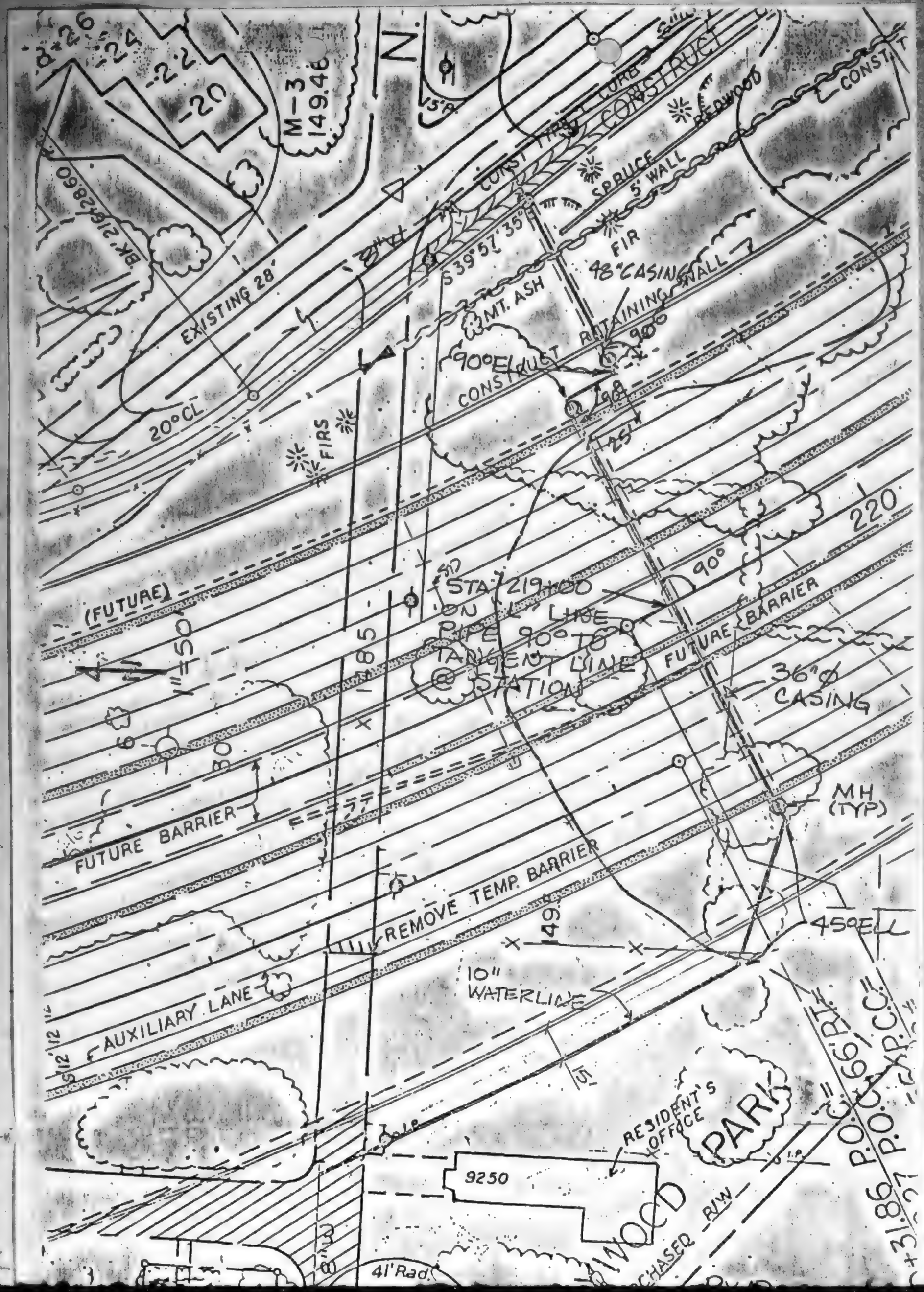
71'

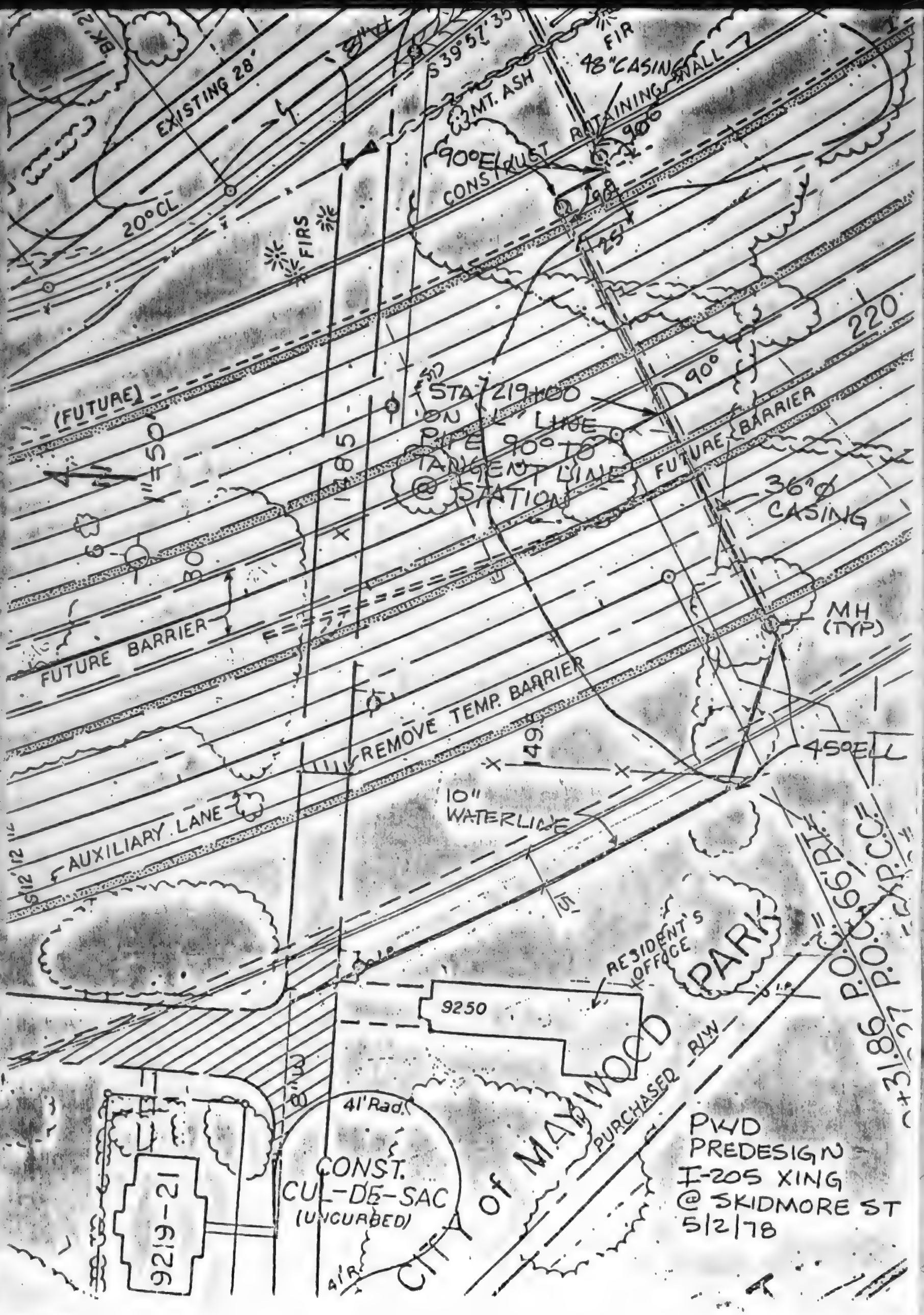
E.L. 103.58

72" STORM SEWER

90° ELL

Note: Corr. steel pipe, annular or helical with type "A" coating.


M-3
149.46
N.
CONSTRUCT
CONST
CURB
SPRUCE
5' WALL
FIR
48"CASING
RETAINING WALL
S 39°57'35" E
MT. ASH
90° ELBOW
CONSTRUCT
90°
EXISTING 28'
20° CL
FIRS
(FUTURE)
STA 219+00
ON PIPE LINE
PIPE 90° TO TANGENT LINE @ STATION
FUTURE BARRIER
36" Ø CASING
MH (TYP)
REMOVE TEMP. BARRIER
AUXILIARY LANE
10" WATERLINE
45° ELL
RESIDENT'S OFFICE
PARK
9250
IWOCD
CHASED R/W
41' Rad.
P.O.C.
P.O.B.
P.T.
220'


EXISTING 28'
20° CL
S 39° 57' 35" E
MT. ASH
FIR
48" CASING
RETAINING WALL
90° EL
CONSTRUCT
FIRS
25'
220'
(FUTURE)
STA 219+00 ON PIPE LINE
90° TO TANGENT LINE @ STATION
FUTURE BARRIER
36" ∅ CASING
MH (TYP)
FUTURE BARRIER
REMOVE TEMP. BARRIER
49'
45° EL
10" WATERLINE
AUXILIARY LANE
RESIDENT'S OFFICE
PARK
9250
41' Rad.
CONST. CUL-DE-SAC (UNCURBED)
9219-21
CITY of MAPLEWOOD
PURCHASED R/W
P.C.C. 2+31.86
P.C.C. 1+66.86 P.R.C.
PWD PREDESIGN - I-205 XING @ SKIDMORE ST 5/2/78

220

219

218

130

120

110

100

1152

MH

Move Manhole to this Location

Proposal by John Tindall
Structural Design Section

Maywood Place

130

219

2192

51'

120

MH

48" PIPE

1157

Move Manhole to
This Location

110

218

100

Proposal by John Tindall
Structural Design Section
Fred Eriksen

Maywood Place
Parkrose Water Dist.
Skidmore Crossing
of I-205

8589 4-7-78 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 205-7(13)300

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-20-78	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify): Utility Adjustment
Parkrose Water District
(NE. Maywood Place)
TEC NTE $13,627- F.F. $12,569

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-29-78 this will confirm the advance authorization of Mr. C. T. Christianson to proceed with the adjustment of Parkrose Water Districts Water main relocation effective March 20, 1978. Reimbursement on an actual cost basis is approved.

I approve the Agreement with Parkrose Water District consisting of your Notice of Conflict dated 7-14-77, Parkrose Water District's letter of 3-2-78 and the plans and estimate furnished by Mr. Swan's 3-29-78 letter.

Approval and participation of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Swan 4-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-78	W. C. Wendt	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8589

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 29, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Parkrose Water District
Water Main Relocation
N.E. Maywood Place Upper System
Clackamas River-Washington State
Line Utility Project
(N.E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Sir:

Here is a copy of an estimate and sketch map for the relocation of Parkrose Water District's upper water system in N.E. Maywood Place dated February 24, 1978.

A certification prepared by Gary Kennan as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 14, 1977, was previously supplied your office.

An appropriate permit for the District's proposed relocation will be issued at a later date.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4 as the relocation involves a crossing of the project by the District's facilities.

There is a betterment derived from the proposed relocation in that the pipe size will be increased from 8-inches to 12-inches. An increase in pipe size from 8 to 10-inches was previously approved, without credit for betterment, to offset the change in flow characteristics caused by the relocation of the District's pipe line. A further increase in pipe sizes to 12-inches has been approved by the State. A credit for betterment for the increase from 10 to 12-inches

RECEIVED
TECHNICAL SERVICES
MAR 31 '78
REFER TO
FOR
Info | Eve | B/S | O.R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

will not be required because an increased volume of water is required through the Maywood line to offset the lack of a temporary connection across the freeway at N.E. Prescott Street. The increase cost in the 12-inch pipe line is pipe cost only. A temporary connection on N.E. Prescott Street would cost considerably more than the cost of the increased pipe size for the Maywood Place water main. The District has been advised that no credit for betterment on the relocated N.E. Maywood Place water main will be required.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of March 20, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $13,627.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:da
enclosure
cc: K. S. Hunter
Jack M. Cartwright

1589

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-2-78

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. 205-7(13)300
	ITEM NO. I-543	STATE PROJECT NO. See Below
		COUNTY NAME Multnomah
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-6-77	Interstate 205
		STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment (Water Main Relocation)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS

- XX OTHER (Specify) : Utility Adjustment Parkrose Water District (NE. Maywood Place Sect)

- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-30-78 this will confirm the authorization of C.T. Christianson of 12-6-77 to proceed with the actual adjustments of the Parkrose Water District on an actual cost basis at TEC NTE $18,225, Federal funds $16,812.

I approve the agreement with Parkrose Water District consisting of your relocation letter of 7-17-77 and the estimate and plan furnished by Mr. Swan's 1-30-78 letter. Approval and participation of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual

NOTED
F. B. KLABOE

Swan

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-2-78	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8519

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
E. R. HUNTER

January 30, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Suite 100
Salem OR 97310

Water Main Relocation
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(N.E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's facilities dated October 20, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 14, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities if the final functional replacement of the N.E. Skidmore water main is made via the N.E. Prescott Street Structure. If the function of the N.E. Skidmore water main is replaced by construction of a pump station on N.E. Fremont, a betterment will result in a portion of the 12-inch main being installed in the N.E. Maywood Place temporary relocation. The betterment will be resolved prior to payment to the District for the relocation work.

RECEIVED TECHNICAL SERVICES JAN 31 '78 REFER TO FOR: Info, Invest, R/D, D/R, Sign, Act, File

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of December 6, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $18,225.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

8589

2

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 17, 1978

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

Attention: Donald B. Kane
Controller

Re: Contracts 8338 and 8589

Gentlemen:

The City of Nyassa bonds totalling $10,000.00 were released to you by the State Treasurer.

We have received safekeeping receipt 211495 for TCD 351951 for $100,000.00

Security Allocation:

	Prior		New	
Contract 8338:				
Clairmont Bonds*	$20,000		Clairmont Bonds*	$20,000
Nyassa Bonds*	10,000		Safe. Rec. 211495	40,000
Safe. Rec. 210864	30,000			
	$60,000			$60,000

*Held by Oregon State Treasurer

Contract 8589:			
Safe. Rec. 210864	$10,000	Safe. Rec. 211495	$60,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank
Oregon State Treasurer

bc: C.W. Head

11-7-77

#8589

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-[redacted]-7(13)300

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-7-77	Interstate 205	Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State LIne"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Utility Adjustment Parkrose Water District (N.E. Maywood Place Sect) TEC NTE $5,411.68 - F.F. $4,991
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-25-77 letter, this will confirm the authorization of Mr. C.T. Christianson to proceed with the adjustments of Parkrose Water Districts fire hydrants effective 10-7-77 on an actual cost basis.

I approve the agreement with Parkrose Water District consisting of State's verbal notice of conflict, Parkrose Water District's letter of 9-29-77 and the plans and estimate furnished by Mr. Swan's 10-25-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8589 11-7-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-[illegible]-7(13)300

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	10-18-77	Interstate 205 / Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility Adjustment Pacific Power and Light Co., (NE Maywood Place Section)
TEC NTE $5,060.67 - F.F. $4,-67

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-28-77 letter, this will confirm the authorization of Mr. C. T. Christianson to proceed with the adjustment of PP&L's powerline effective 10-18-77. Reimbursement will be on an actual cost basis.

I approve the agreement with PP&L consisting of relocation letter dated 7-14-77, PP&L's letter of 8-12-77 and the plans and estimate furnished by Mr. Swan's 10-28-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8589

ROM 18-4

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 28, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Powerline Relocation
Pacific Power & Light Co.
Clackamas River-Washington State
Line Utility Project
(N.E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company's facilities, dated August 12, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company, dated July 14, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of October 18, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,060.67.

RECEIVED
TECHNICAL SERVICES
OCT 28 '77
REFER TO

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

NOTED

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

PACIFIC POWER & LIGHT COMPANY
920 S.W. SIXTH AVENUE • PORTLAND, OREGON 97204 • (503) 243-3122

In reply please refer
to: R/W-9-PO-24
Maywood Place

August 12, 1977

Your Ref: N.E. Maywood Pl. Section
East Portland Freeway

Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Gary Kennen

Dear Gary:

Enclosed are (1) Sketch for proposed reroute of our facilities with structure drawings you requested, (2) An estimate of costs relating to this job relocation which have been estimated to cost $7,591.00 but, will be billed on an actual cost basis, (3) The easement for the job at the relocation area which places this project in a reimbursable classification.

Should you have any question, please call.

Very truly yours,

Byron C. Ward
Highway Relocation Coordinator

BCW:am
Encls.

DISTRICT	LOCATION	FILE NO.	BUDGET ITEM	LOCALITY	
PORTLAND	OR	164-4510	020-7	0671	Removal 4 1 - - 16 3 Other 61 - - 06 1

TITLE: ALBINA – TROUTDALE (ROCKY BUTTE) 69KV LN.; RELOCATE FOR I-205

WORK ORDER

For General Office Use Only Overhead Code – Interest Code –

Description:

ADD – 96KV STR TYPE "HTL" & GUYING

REMOVE – STR #13/9 TYPE "HT"

STR 12/9 TYPE "ADA"

& MISC. GUYING.

Purpose & Necessity:

THE STATE HIGHWAY REQUESTED THE REMOVAL OF STR # 12/9 AND THE RELOCATION OF STR. # 13/9 THIS WILL BE NECESSARY FOR THE NEW I-205 PROJECT.

NOTE: THIS JOB IS 100% REIMBURSABLE, RECORDS SHOW POLES INVOLVED ARE ON A RIGHT OF WAY PP&L OBTAINED IN 1913.

DESIGN 77T143

Est. ER-21 Costs: $ _____ Completed By: _____ Completion Date: _____

ESTIMATED COST, ECONOMIC AND BUDGET DATA

1	GROSS PROPERTY ADDITIONS		6 227
2	REMOVAL COSTS		1 110
3	SALVAGE VALUE/REIMBURSEMENTS		7 337
4	TOTAL AUTHORIZED EXPENDITURE (1+2-3)		-0-
5			
6	RELATED OPERATING EXPENSES		254
7	~~SERVICES~~ – (Net) REIMBURSEMENT		254
8	METERS IN PLANT ACCOUNT (Net)		
9	TRANSFORMERS IN PLANT ACCOUNT (Net)		
10	TOTAL COST OF PROJECT (4+5+6+7+8+9)		-0-
11	CUSTOMER ADVANCE. (Kind –)		
12			
13			
14	BUDGET ITEM AUTHORIZATION 020-7	NB	–
15	CURRENT YEAR AUTHORIZATION		
16	ADDED REVENUES ON RATE SCHEDULE NO.		
(a)	GUARANTEED: ANNUAL $		
(b)	ESTIMATED: ANNUAL $		
17	RATIO: LINE (10-11) ÷ 16 (b) = to 1		
18	CONTRACT:		

RECOMMENDATIONS AND APPROVALS

PREPARED BY: JBA/MS DATE 8-11-77

RECOMMENDED BY: _____ DATE _____

DISTRICT MGR.: _____ DATE _____

DIVISION MGR.: _____ DATE _____

POWER DEP'T.: _____ DATE _____

PROPERTY/OPERATING DEPT.: _____ DATE _____

R/W REQ'D.: _____

PERMIT/AGREEM'T. REQ'D.: _____

BILL OF SALE REQ'D.: _____

DEPARTMENT APPROVALS:

KES by Jlele DATE 8-12-77

_____ DATE _____

_____ DATE _____

_____ DATE _____

AUTHORIZED BY: _____ DATE _____

DISCRIPTION

A. INSTALLATION COST

(1) MATERIALS TO BE USED

DESCRIPTION	QUANTITY	COST/ UNIT	AMOUNT
POLE 70'	2	399.05 28	798
BRACE	1	91	91
CROSSARM 24'	2	186	372
CTN/300'	1	0.05¢/FT	46
DEADEND AL. COMP.	6	12.50	74
EYE SIL. COMP. D.E.	6	13.20	79
TEE DE.	6	11.80	68
TEIL. COMP.	2	.30	.60
TERM. JPR, COMP.	6	7.65	40
INSL. 10 BS., 15 M	36	8.00	288
BOLT, XARM 7/8 X12	1	1.55	1.55
" " 7/8 X14	1	1.65	1.65
" " 7/8 X16	2	1.70	3.40
" " 7/8 X18	2	1.75	3.50
" " 7/8 X20	1	1.25	1.25
" " 7/8 X22	1	1.35	1.35
BOLT D.A. 7/8 X.22	1	3.80	3.80
" " 7/8 X24	1	5.10	5.10
BOLT DBL ARM 7/8X26	3	2.30	6.90
" " = 7/8 X.25	1	3.20	3.20

DESCRIPTION	QUANTITY	Cost/ LIMIT	AMOUNT
BOLT DBL ARM 7/8X30	2	3.60	7.20
" " " 7/8X32	3	4.00	12.00
HALNUT	32	0.10	3.20
WSHR 1 1/16 X 3X4	4	0.70	2.80
" 1 1/16 X4	16	0.85	13.60
" 1 1/16 X1	20	0.65	13.0
BALL EYE	6	2.70	13.80
BANDIT BUCKLE	2	0.15	0.30
GAIN PLASTIC	4	2.70	8.80
SHACKLE ANCHOR	6	4.60	27.6
SOCKET CLEV	6	4.90	17.4
STRAP BAND. 3/4 S.S.	6	0.18/FT	20
GUYING HDWR	1 set		373
			$ 2437
SIORES O.H. @ 13%			316
			2753

(2) LABOR

7-MAN LINE CREW	16 hrs	$ 62.50	1000
LABOR O.H. @ 45.6%			456
			$ 1456

INSTALLATION DIRECT COST

EQUIPMENT & TRANSPORTATION $ 300

MISCELLANEOUS

PER DIAM 7-MEN CREW - 3 DAYS
@ 18.75 MAN-DAY 394

GENERAL O.H. 1324

TOTAL INSTALLATION COST (A) $ 6227

B. Removal Cost

(1) Labor Removal

7-man Line crew	8 hrs	62.50	+ 500
Labor O.H			228
			+ 728 -
Equipment Cost - Removal			132
Per Diam	7-man crew-day	18.75	131
General O.H			119
Total Removal Cost (B)			1110 -

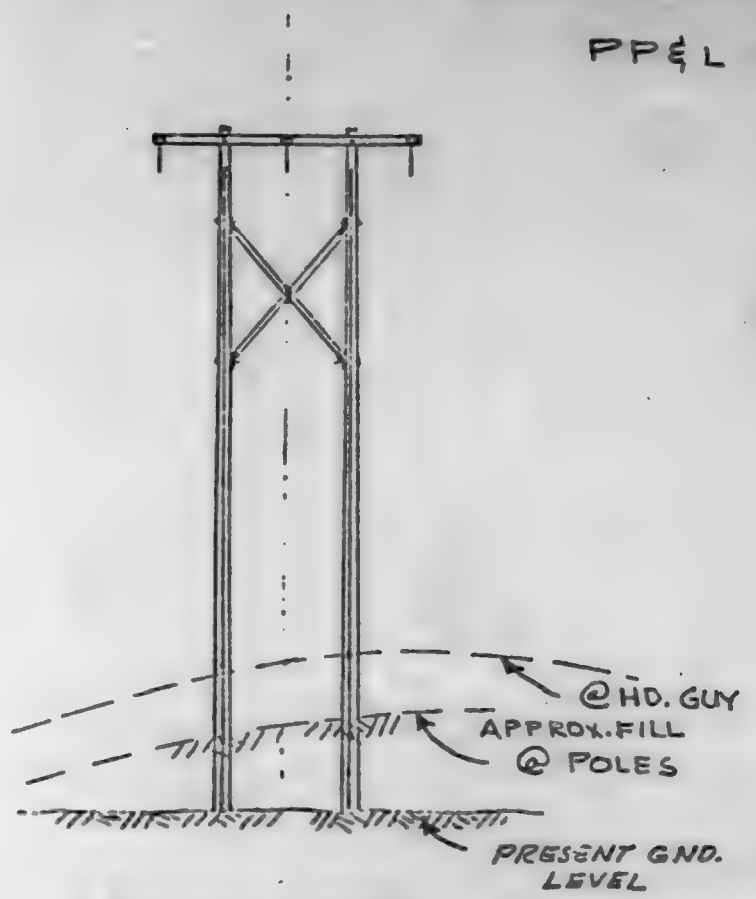
C. Related Expense

Misc. Switching Cost	150
Labor O.H.	25
Travel	30
Per Diam	49
	254

APPROVED Date 10-26-71
IN COMPLIANCE WITH ACCOUNTING PROCEDURES
Chief Auditor
Asst. Controller

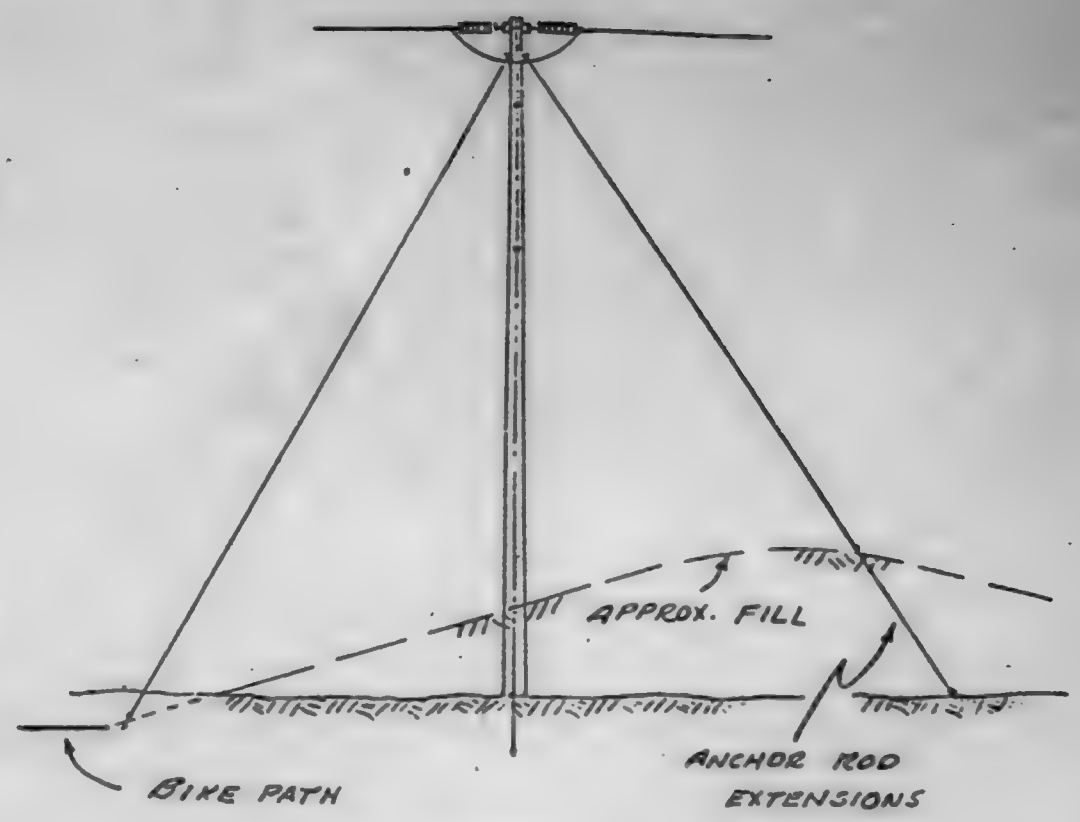
TOTAL PROJECT COST (A+B+C)	$ 7,591.00
STATE SHARE 2/3 Total Cost	$ 5,060.67

STRUCTURE & GUYING IN PROPOSED HWY. LANDSCAPING FILL AREA PP&L STA. 338+92



LOOKING WEST

13/9



LOOKING NORTH

13/9

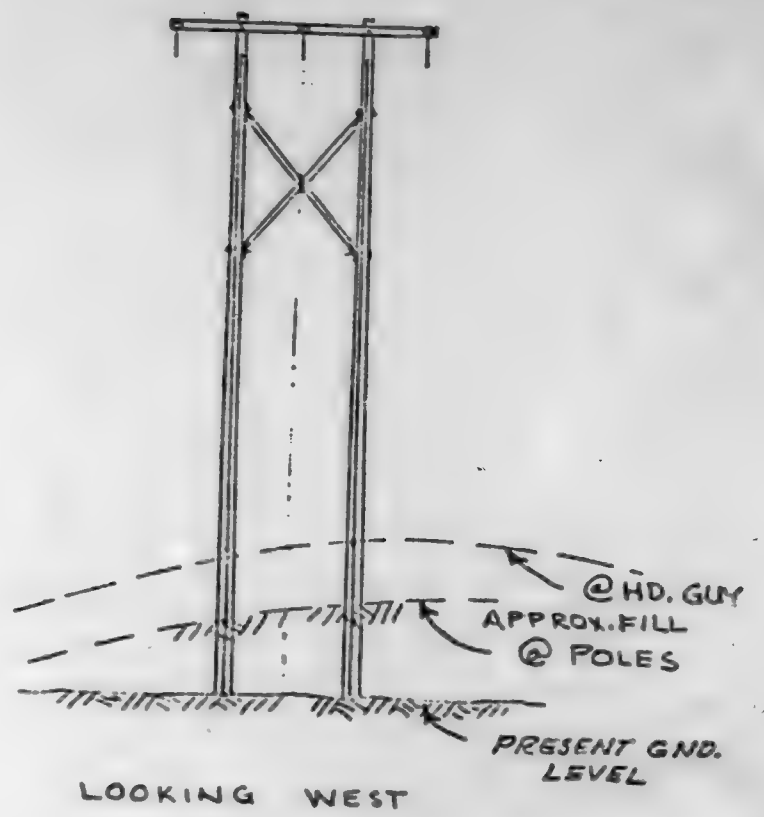
"ROCKY BUTTE" 69/115 KV
TRANSMISSION LN. RELOC.
for I-205
PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

APPROVED _____ ENGINEER

JEB 8-11-77

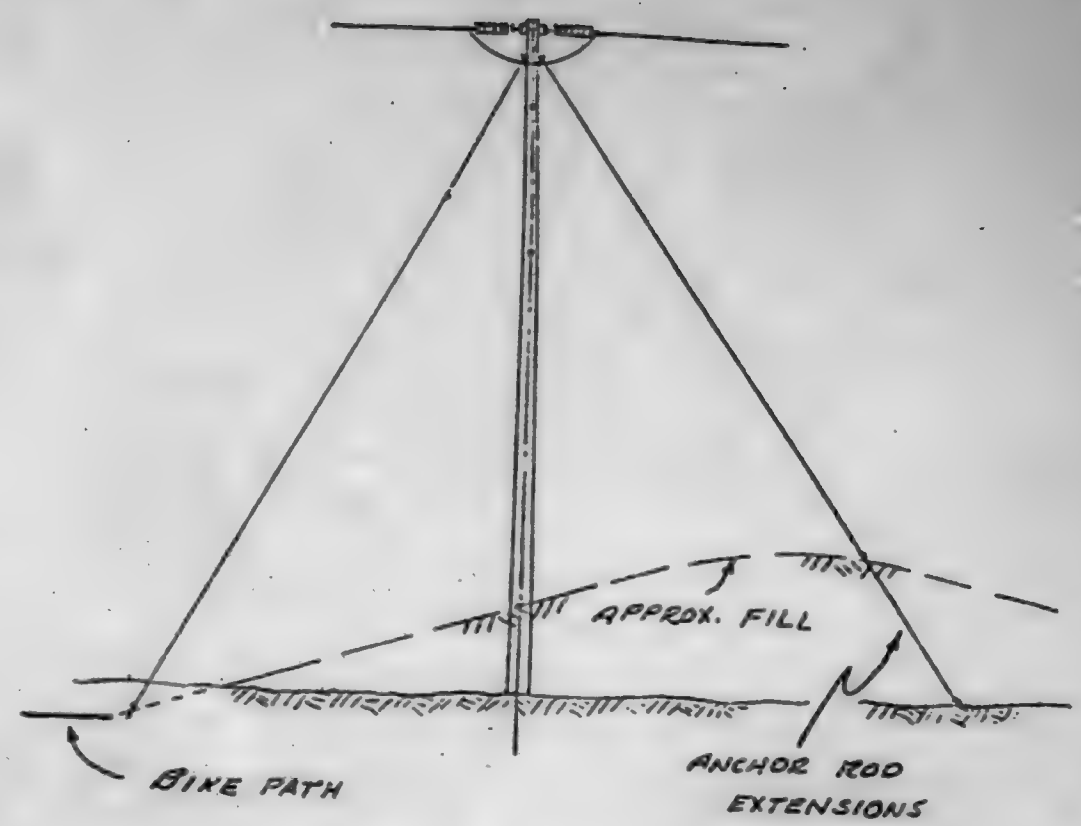
SCALE 1" = 20' DES. SKETCH # TTH 12-7

STRUCTURE & GUYING IN PROPOSED HWY. LANDSCAPING FILL AREA PP&L STA. 338+92



LOOKING WEST

13/9



LOOKING NORTH

13/9

"ROCKY BUTTE" 69/115 KV
TRANSMISSION LN. RELOC.
for I-205
PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

APPROVED _____ ENGINEER

JEB 8-11-77

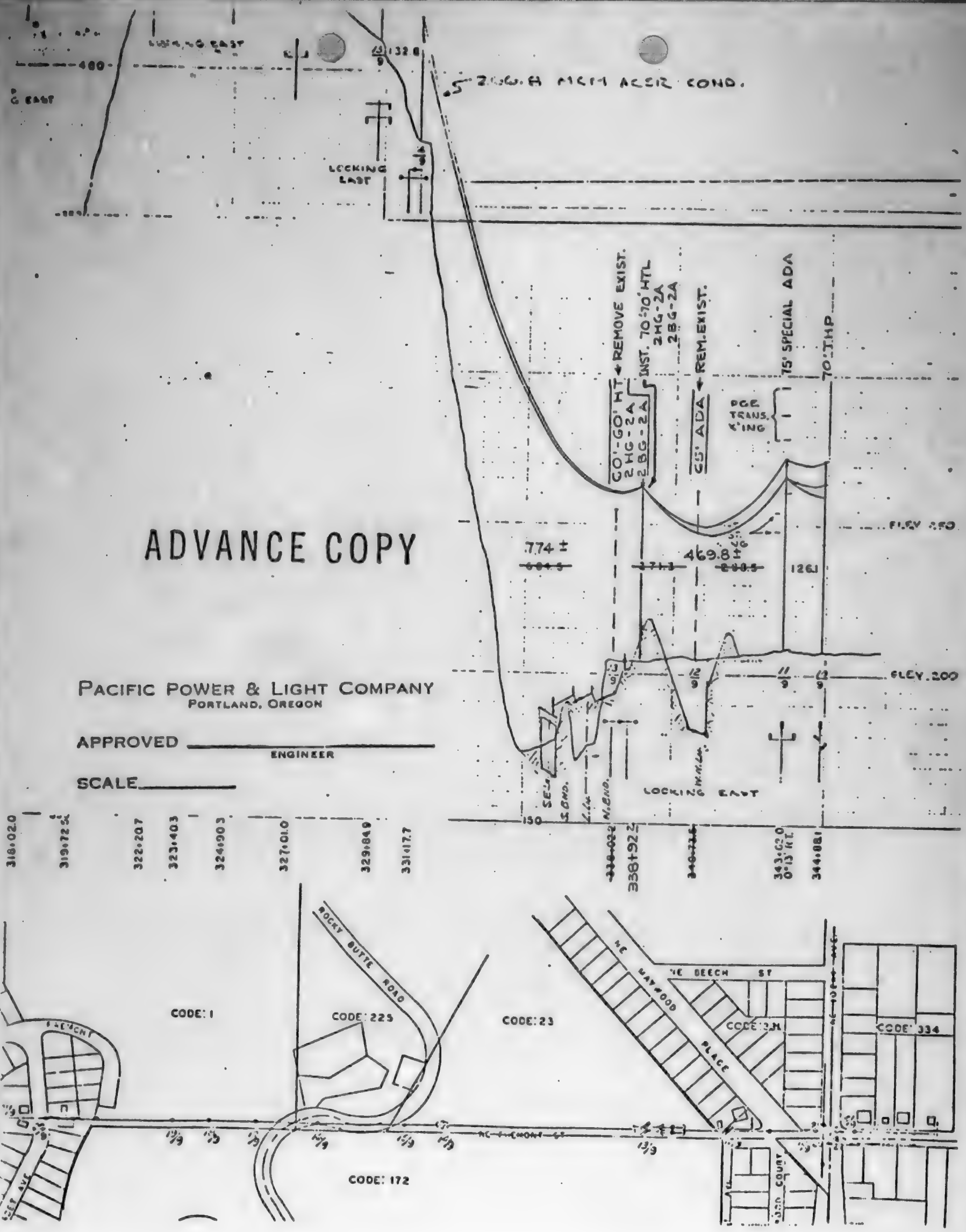
SCALE 1" = 20' DES. SKETCH # TTT143-2

ADVANCE COPY

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

APPROVED _____
ENGINEER

SCALE _____



8589

ROW 18-4 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 25, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Fire Hydrant Relocation
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(N.E. Maywood Place Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's five hydrants, dated September 29, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

RECEIVED
TECHNICAL SERVICES
OCT 25 '77
REFER TO
FOR
Info | Inve | R/D | D/R | Elec | Act | File

NOTED

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of October 7, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,411.68.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure
cc: E. S. Hunter
Robert Church
Jack M. Cartwright
Gary Kennen

8589

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 20, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Company

In accordance with Mr. Kane's letter of September 13, 1977 (copy attached) the $10,000 securities on deposit released on contract 7937 will now be applied to contract 8589.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Donald M. Drake Company

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

8589

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8589 8-3-77 8

U.S. DEPARTMENT OF TRANSPORTATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

205-7(54)312

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71020

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '77
REFER TO
FOR

orig to Mahrens

Info	Lives	R/D	D/R	Sign	Art	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Interstate 205	Primary 64

GENERAL LOCATION:

"N.E. Maywood Place"

GENERAL DESCRIPTION OF WORK:

Sound Barriers (Code Y007-Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $1,000
On The Job Trainees $ 800

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,099,495-Federal Funds $1,014,174.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8589

1-205

FORM 81.734.3050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 21, 1977

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Fences on Retaining Walls
Maywood Place Section
East Portland Freeway
Multnomah County

On the Maywood Place Section there are several retaining walls with 2:1 slopes rising back of the walls. Some of these are along the freeway and inside the access control fence. Others are holding the sound berm back from several trees along Maywood.

This was discussed with Ray Stose relative to possible safety requirements for railings along the top of the walls. He advised that he could not find any requirement by O.S.H.A. or others.

On the walls on the Maywood Place side of the access control fence we anticipate plantings of shrubs such as firethorn to discourage use of the area along the top of the wall. These walls are a maximum of about 6-feet high.

ADO:az
cc: E. S. Hunter
R. N. Bothman
W. J. Hart
E. L. Hardt
Ray Stose

Versteeg
Olson
Scott
Swenson
Savage
Trout

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JUL 26 1977
ROAD DESIGN SECTION

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Duane —

A post & cable design for the walls at the tree locations has been tentatively approved by Hal to be added to the Landscape project

Fred Eriksen has the design layout

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

FILE: CON

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 15, 1977

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: N.E. MAYWOOD PLACE
SECTION (I-205)

TO: HAL VERSTEEG
Road Design Engineer

The question has been raised by Fred Erickson as to whether we (Region 1) felt we needed a fence on top of the wall next to the freeway along this section. There are several instances of walls next to the freeway and with landscaped areas above the walls here in the area. Our feeling is that there is no necessity for adding the fence to the walls in these locations, and of course this applies to any newly constructed fences as well.

REFERRED TO

Beard	Reed
Cole	Semple
✓ Eriksen FE	Watson
Heger	Wolfe

(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg	
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2 Christensen DLC	
Scott	
Swenson	
Savage	
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- Other

MC/lms
cc: W. J. Hart

Ray Stose to investigate OSHA or other safety regs.
all. 7/18/77

Per Stose — handrail not required as far as he can tell — if handrail was required - I should be between 36" & 42" high w/a midrail. - To with stand a 200# force in any direction all. 7/20/77

8589

I-205

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 19, 1977

FROM: Fred Eriksen
Design Engineering Supervisor

SUBJECT: NE Maywood Place Section
East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

Preliminary plans for the project were reviewed in a meeting July 15, 1977, at the Region Office in Milwaukie.

The review was attended by:

Marion Craft, Region Construction Engineer
Ken Limbocker, Metro Design Engineer
Ron Banzer, Resident Engineer
John Tindall, Structural Design Supervisor
Fred Yarbrough, Soils Engineer
Merle Anderson, Landscape Designer
Bill Beard, Construction Traffic Control
Al Hansen, Designer
Fred Eriksen, Design Engineer Supervisor

1. Locked gates in the fencing will be required for Maintenance access at about 500-foot intervals. We will show five tentative locations on the plans.

2. Temporary screen fencing (as exists along Maywood near 102nd Ave.) was discussed. The Region expressed the opinion that screen fence was not necessary.

3. Work limits for this project will have to change as the work progresses. The principal conflict will occur with the main roadway grading contract to be let in March, 1978. The specifications for this project and the main roadway grading project should both note the possibility of conflict.

4. The addition of short lengths of fence on the tree walls was discussed pro and con. Unless we come up with something better, we will use 4-foot chain link.

5. It was requested that about three sumps be added to insure drainage for some of the inlets as well as the excavation area. We were informed that clay layers havebbeen encountered in excavations in the area.

6. It was proposed the size of the perforated drain pipe behind the retaining walls be reduced from 8-inch to 6-inch and that plastic pipe be permitted. We will have Mr. Dorn, our pipe expert, determine whether plastic pipe can be used. Mr. Versteeg indicated plastic pipe in this case is not acceptable.

7. Topsoil for this project will be imported, the soil in the immediate area contains quite a bit of small gravel. Merle Anderson informed us he heas requested the Geologists to see if a source of good topsoil can be found on the right-of-way toward the river.

8. It was requested that the specifications for wall finish texture dimensions allow minor variations. This will allow the contractor more latitude in his choice of available form materials.

FE:az
cc: To All Participants
Bryant Jackmond, Construction
Cliff Christiansen, F.H.W.A.

1 Versteeg ✓
Olson
2 Christensen
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Swenson
Savage
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85890 3 1-205

Salem, Oregon
May 9, 1977

Tom Savage
Landscape Engineer

Ken Limbocker
Metro Design Engineer

NE Prescott St.-NE Fremont St.
(Maywood Place Section)
East Portland Freeway
Multnomah County

Please consider changing the connection of Campaign St. and Maywood Pl. We may be able to save the three trees in the corner lot. The actual locations of the trees would need to be found.

Sketch A may be possible if we can increase the retaining wall height and length in that area.

Sketch B would be an alternative. Depending on the true locations of the trees, at least two may be saved.

I think it would be worthwhile to locate the trees between Campaign St. and Prescott along the bike path. If you had the locations and the elevations, many of the trees might be saveable.

TS:az
cc: A. D. Olson

1/2 Verstoeg
Olson
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MAY 11 1977
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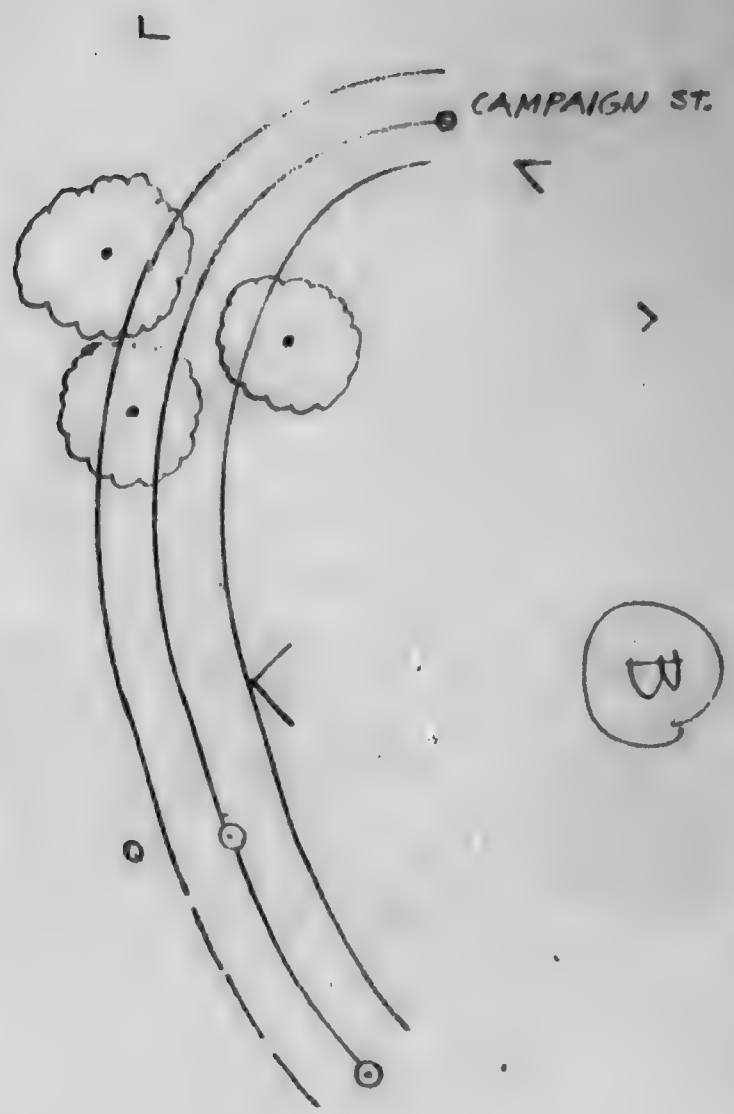
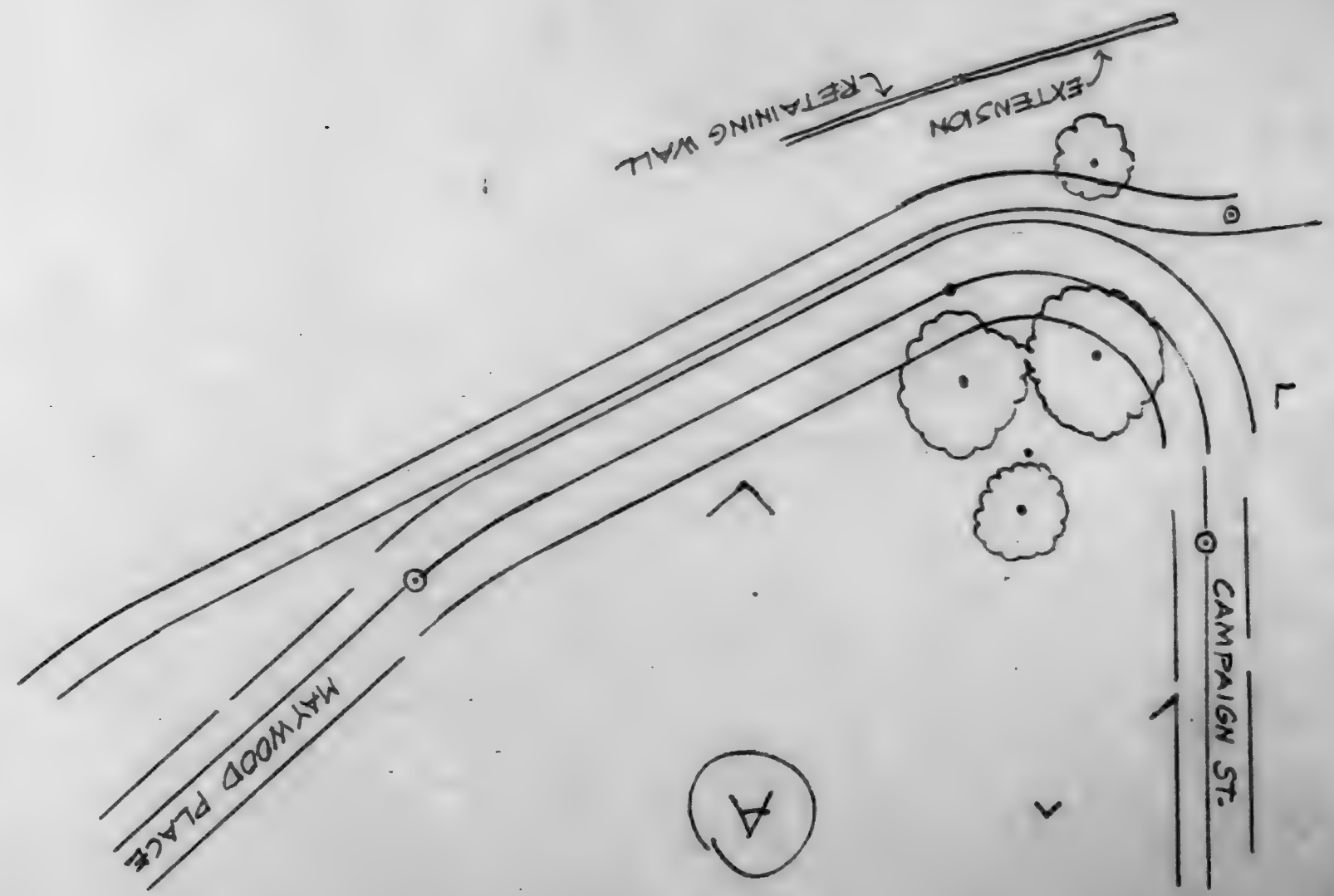

CAMPAIGN ST.
B
MAYWOOD PLACE


RETAINING WALL
EXTENSION
MAYWOOD PLACE
CAMPAIGN ST.
A

8589

I-205 E26-1909 380

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

May 5, 1977

Maywood Place Sand Berm.
East Portland Imp. Dist. Co.

Mr. Ken Limbocker
Oregon Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Dear Ken:

In answer to your question on Maywood Place, we have no objections to the Oregon State Highway Division building a bicycle path eighteen feet west of the center line of Maywood Place. Finished work by the Oregon State Highway Division should result in eighteen feet of paved surface west of the center line, plus the bicycle way.

Sincerely yours,

MULTNOMAH COUNTY DIVISION OF PLANNING AND DEVELOPMENT

Bebe Rucker

Bebe Rucker, Senior Planner

rm

REFERRED TO

Beard ____ Reed ____
Cole ✓ ____ Sample ____
Erikson ZE ____ Watson ____
Hager ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

1 Vorsteeg ✓
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3 Christensen ____
Scott ____
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O.S.H.D. - METRO
MAY 9 1977
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626-1909

1-205

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: May 3, 1977

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Maintenance-Maywood Place

The current proposal is to curb the southerly side of Maywood Place to give a finished appearance to that area. This leaves a strip of land between the curb line and the Department's right-of-way line which becomes a no-man's land following the construction.

The Department is currently maintaining this area and it is the feeling of this office that this practice would have to continue to insure an aesthetically pleasing development through Maywood Park.

KDL/ldo

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
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Copy - Ed Hardt

81-125-1307

8589

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8589

Form FHWA 111 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(2)~
Maywood Sound Wall

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To: Mr. H. S. Coulter, State Highway Engineer

Preliminary sound wall plans submitted with Mr. Wallace's letter of March 30, 1977 are approved.

We are pleased with the end treatment where the wall disappears into the bank. The only suggestion we might make on appearance is to make the top cap of the wall un-scored. This may tend to accent the scoring.

for G. L. Green

cc:
OSHD (W J Hart)

cy Rubin
Bothman
4-19-77

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
Bridge
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

March 30, 1977

NOTED
E. S. HUNTER

Maywood Sound Wall
East Portland Freeway
Multnomah County
Bridge 16042A

Enclosed are two prints each of the plan sheet with the wall shown in green, the elevation, typical sections, and an architectura sketch.

This wall is a retaining wall adjacent to the freeway-to-freeway ramp (WN Line) with an earth berm used to protect the area from high sound levels. This is in accordance with the environmental and sound studies for this area.

The wall will be designed for maximum toe pressure to keep the footing size to a minimum. The wall will be backfilled with selected granular material.

As this wall is adjacent to traffic, an architectural treatment, as shown on the enclosed sketch, will be used. This will add some additional cost, estimated to be $65,000, which is about five percent of the total estimated cost of $1,246,000. This estimate is based on approximate quantities and includes an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

RECEIVED
STATE HWY ENGR
MAR 31 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Rec | Act | File

L. L. Wallace
Bridge Design Engineer
Enclosure

cc E. S. Hunter
L. W. Rulien

8589 I-205

FORM 81.724.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 25, 1977

FROM: Thomas L. Savage
Landscape Engineer

TO: MEMO TO THE FILES

SUBJECT: Maywood Park Earthberm
(NE Prescott St.-NE 111th Dr.)
East Portland Freeway
Multnomah County
Landscaping

On March 21, I made a field inspection of the project site with Paul Hailey, Metro Design. Along Maywood place we located 34 trees that can be preserved in their present location. Some minor changes to the earthberm slope and the bikeway alignment on the current study plan would be necessary.

At two locations along the Maywood Place bikeway, large shrubbery could be preserved by curving the bikeway outside of highway right-of-way for about 100' in each case. Ken Limbocker said the City of Maywood Park might be receptive to this idea.

Along NE Klickitat Street 15 to 20 trees can be preserved with some change in slope to the earthberm.

In various areas of the earthberm construction, there are approximately 40 trees and 60 shrubs suitable and feasible to be relocated. Further study is necessary to confirm this.

Within the next ~~three months~~ 2, landscape study plans will be made for review.

TLS:az
cc: A. D. Olson

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
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MAR 28 1977
ROAD DESIGN SECTION

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8589

1-205-37

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

DATE: February 3, 1977

FROM: PAUL HAILEY
Senior Designer
Paul Hailey

SUBJECT:

Submitted are plans showing existing trees in the area of the proposed sound berm contracts along N.E. Maywood Place and along N.E. Klickitat Street.

The City of Maywood Park has been promised, and it is also stated in the E.I.S., that a row of trees will be saved along N.E. Maywood Place. It is the feeling here that we should save as many trees as possible, even at the expense of building 5-foot or 6-foot high rock masonry wells around some of the larger trees and transplanting some smaller trees in the area. The area west of N.E. Maywood Place, a former residential area, contains numerous small cedars, oriental cherry, maples, yew, ivy, blue spruce, camelia, rhododendron, bamboo, skimia, Japanese pieres, magnolia, acuba shrubs, holly, juniper, swedish ivy, hawthorne, and birch, all 6 inches or less in diameter. We suggest that these plants be transplanted along the sound berm and adjacent to the bikeway, and that the trees shown on the plan be preserved with rock masonry wells.

A good-sized rock wall now exists along the west side of N.E. 102nd Avenue which will be removed by the work on the new structure. This looks like excellent material for constructing tree wells.

Several residents living on Klickitat have expressed the hope that as many trees and as much green space as possible would be preserved in the area of the proposed sound berm. It appears that several trees and some bushes could be saved.

ldo

1 Verstaag 1
2 Olson asd.
4 Christensen
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Swenson
3 Savage P
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REFERRED TO

Beard Reed
Cole Sample
1 Eriksen FE Watson
Hager Wolfe
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Tom — go take a look at this & suggest what can be done. possibly a relocation of shrubs in conjunction with the Maywood Place sound berm project or? Al Hansen has the job in Final Design.
asd.

81-125-1387

8589

205-37

Salem, Oregon

September 14, 1972

H. S. Coulter, Metro Engineer
P. O. Box 13160
Portland, Oregon 97213

A. D. Olson
Preliminary Design Engineer

Maywood Place
N. E. Prescott to N. E. Skidmore
East Portland Freeway
Multnomah County

Attached are two copies of a sketch showing a proposed 44 foot street section with a 60 foot right of way on Maywood Place.

Such a design would appear to be desirable considering the width of the adjacent streets and right of ways. The need for total acquisition of two properties would also be alleviated; one being presently under consideration.

If this meets your approval, it should be discussed with Multnomah County.

DNS:jh

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R. Olson
Trout

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3590 Terwilliger Blvd ● Sam Jackson 197
Pk. Rd. & Vermont St. ● 30th Ave. SW
in Portland (Gr., pave & signals)

C#A 5660 5-28-76

C#A 5661 6-1-76

OREGON STATE HIGHWAY DIVISION

Form 01-734-1199

HIGHWAY DIVISION INVOICE

NO. 131210

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-3-81	CC 2092	

CREDIT DISTRIBUTION

324.02	254.41
326-1041-295-00-000	[254.41]
326-1041-296-00-000	254.41

PØRTCIT

- City of Portland
- Bureau of Street and Structural Engineering
- 621 SW Alder
- Portland, OR 97205

Attn: Mr. David Vargas, Hwy Coordinator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING per attached Itemized Statement			
Federal Aid Urban Project M-9383 (1) and M-9398 (1)			
SW Terwilliger Blvd at SW Sam.			
Jackson Park Rd and SW Vermont St. at SW 30th Ave			
Multnomah County			
Agreement No. 5660 and 5661			
Contract No 8590			
TOTAL COST			$142,788.76
Less: Federal Funds			-122,245.90
Less: State Share			- 10,188.45
City Share			10,354.41
City Advance Deposit			10,100.00
AMOUNT DUE			$ 254.41
FINAL			

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-8-80	cc 2092	

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder
Portland, Or 97205
Attn: Mr. David Vargas
Highway Coordinator

CREDIT DISTRIBUTION

326-1975-295	$ 560.50
326-1976-295	$ 584.47
326-1041-295	$1,109.44

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement			
Federal Aid Urban Project M-9383 (1) & M-9398 (1)			
S.W. TErwilliger Blvd. at S.W. Sam Jackson Park Rd. & S.W. Vermont St. at S.W. 30th Ave.			
Multnomah County			
Agreement No. 5660 & 5661			
Contract No. 8590			
TOTAL COST			$142,788.76
Less Federal Funds			122,245.90
Less State Share			10,188.45
City Share			10,354.41
City Advance Deposit			10,100.00

(Attach Itemized Statement to Invoice)

Advance Deposit Amount	$ 10,100
Advance Deposit Previously Transferred to Highway Fund	$ 8,100
Balance	$ 2,000
Transfer to Highway Fund	$ 2,000
Refund Due	$ ---
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	cc 1758

Amount Due . . . . . $ 254.41

Submitted by:
Gary E. Zehner
G. E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: December 8, 1980

CITY Portland Contract No. 8590 Date Completed 6-13-78

PROJECT # M-9383 (1) &M-9398 (1) Section S.W. Terwilliger Blvd. at S.W. Jackson Park Rd. & S.W. Vermont St. at S.W. 30th Ave.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 14,417.08
Payments to Contractor		113,918.67
Credit for Liquidated Damages		(907.20)
Interest		0.23
SFO #1 Relocate Utilities		182.04
SFO #3 Permanent Signs		283.48
Construction Engineering		14,604.45
Audit		25.24
Training		220.07
E.E.O. Monitoring		44.70
TOTAL PROJECT COST		$142,788.76
Federal Funds		122,245.90
BALANCE		$ 20,542.86
Non-Participating Costs:		
Preliminary Engineering	$165.73	
Interest	0.23	
Construction Engineering	145.06	$ 311.02
Amount to be shared by State & City		$ 20,231.84

State Share:

50% of (20,231.84 + 145.06) = $10,188.45

City Share:

50% of (20,231.84 + 311 - 72.53) = $10,354.41

Reference: Billing Form cc 2092

326-1041
326-1975

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

6-28-79

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 5-1-76

TO 6-28-79

☐ OTHER PROGRESS Revised

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-9303(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
P.E. $ 7,884.37	$ 7,884.37	85.80%	$ 6,773.37	$ 6,773.37	$ 0.00
CONST. $3,765.41	$3,740.89	85.80%	46,109.68	46,109.68	0.00
$61,659.78	$61,635.26	85.80%	$52,883.05	$52,883.05	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY 4/21/80

PASSED FOR PAYMENT

BY V.E. Skoog, Controller

REMARKS

$ 0.00

12-10-80
TO TYPE
G

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Terwilliger Blvd. @ S.W. Sam Jackson Pk. Rd. Section Terwilliger Blvd. (City Street) Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 3,359.60	
	City of Portland	All Required			4,469.57	
	Total Preliminary Engineering				$ 7,829.17	
	Construction					
	Type Code Y031					
	Traffic Signal					
	Final Contract Payment Summary	Lump Sum			$47,762.75	
SFC	#3 Install Permanent Signs	All Required			167.52	
	Total Construction				$47,930.27	
	Construction Engineering					
	State	All Required			6,164.93	
	Liquidated Damages	Lump Sum			(377.28)	
	Total Construction Engineering				$ 5,787.65	
	Misc. Project Costs					
	State Audit Expense	All Required			69.85	
	P.E. 65.20					
	Type Code Y031 4.65					
	Equal Opportunity Program Expense	All Required			18.32	
	Total Misc. Project Cost				$ 88.17	
	Total Participating Cost				$61,635.26	
	Nonparticipating Cost					
	Interest on final payments	All Required			.23	
	State Construction Engineering	All Required			24.29	
	Total Nonparticipating Cost				$ 24.52	
	TOTAL COST				$61,659.78	

Prepared based on participating cost as shown on the Federal Billigg as of 1/31/00.

AMOUNT CARRIED FORWARD . . . .

GPO 944 892

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, Oregon 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 6-1-76 — TO 6-28-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-9308(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$81,043.18	$80,842.48	86.80%	$69,362.85	$69,362.85	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 8/1/80

PASSED FOR PAYMENT — BY — DATE — T.E. Skeen, Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Vermont St. at S.W. 30th Ave. S.W. Vermont St. (City Street) Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,678.97	
	Portland Bureau of Water Works SFO #2	All Required			136.31	
	City of Portland	All Required			4,476.50	
	Total Preliminary Engineering				$ 6,291.78	
	Construction					
	Type Code Y008					
	Channelization					
	Final Contract Payment Summary	Lump Sum			$30,375.52	
	SFO #3 Install Permanent Signs	All Required			115.96	
	SFO #1 Portland Bureau of Water Work (Relocate facilities)	All Required			145.04	
	Total Y008 Construction				$30,636.52	
	Construction					
	Type Code Y031					
	Traffic Signal					
	Final Contract Payment Summary	Lump Sum			$36,773.20	
	Total Construction				$66,409.72	
	Construction Engineering					
	State	All Required			$ 8,514.53	
	Portland Bureau of Water Works SFO #2	All Required			37.00	
	Liquidated Damages	Lump Sum			(522.72)	
	Type Code Y008 $3,700.78					
	Type Code Y031 4,326.95					
	Total Construction Engineering				$ 8,028.81	
	State Audit Expense				85.79	
	Type Code P.E. $65.20					
	Type Code Y008 9.49					
	Type Code Y031 11.10					
	Equal Opportunity Program Expense	All Required			$ 26.38	
	Type Code Y008 12.16					
	Type Code Y031 14.22					
	Total Misc. Project Cost				$ 112.17	
	Total Participating Cost				$80,942.48	
	Nonparticipating Cost					
	State Construction Engineering	All Required			$ 34.97	
	State Preliminary Engineering	All Required			165.73	
	Total Nonparticipating Cost				$ 200.70	
	TOTAL COST				$81,043.18	

Prepared based on Participating Costs as shown on the Federal billing as of 1/31/80.

AMOUNT CARRIED FORWARD . .

N PORTLAND RD RR XING	CONT NO		X FA PROJ NOS RRS 936001 100						STATE
	326	1974	296	00	N	9			6,571.25CR
	326	1974	298	00	N	9			2,415.56
	326	1974	299	00	N	9			4,155.69
	326	1974	901	00	P	1			1,937.48
	326	1974	905	00	P	1			62.65
	326	1974	914	00	P	1			2.44
	326	1974	916	00	P	1			681.39
			TOT	P1					2,683.96
			** JOB TOTALS **				**	**	2,683.96 **

SW TERWILLIGER&SW SAM JACKSON CONT NO			X FA PROJ NOS M 383001 100						STATE
	326	1975	296	00	N	9			6,773.37CR
	326	1975	298	00	N	9			6,773.37
	326	1975	901	00	P	1			184.48
	326	1975	903	00	P	1			4,469.57
	326	1975	905	00	P	1			959.05
	326	1975	906	00	P	1			403.28
	326	1975	911	00	P	1			496.28
	326	1975	914	00	P	1	1.35		403.34
	326	1975	915	00	P	1			65.20
	326	1975	920	00	P	1			104.00

TOTAL TO DATE JOB COST SUMMARY						OCTOBER 1980	PAGE 685	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	1975	921	00	P	1		672.38
	326	1975	923	00	P	1		137.29
			TOT	P1			1.35	7,894.37
			** JOB TOTALS **				1.35 **	2,894.37 **

SW VERMONT-SW 30TH AV(PORTLAN CONT NO			X FA PROJ NOS M 398001 100						STATE
	326	1976	285	01	P	1			136.31
	326	1976	296	00	N	9			5,454.29CR
	326	1976	298	00	N	9			5,454.29
	326	1976	901	00	P	1			184.48
	326	1976	903	00	P	1			4,476.50
	326	1976	906	00	P	1			804.42
	326	1976	907	00	N	1			165.73
	326	1976	911	00	P	1			275.41
	326	1976	915	00	P	1			65.20
	326	1976	916	00	P	1			21.40
	326	1976	923	00	P	1			393.26
			TOT	P1					6,356.98
			TOT	N1					165.73
			** JOB TOTALS **				**	**	6,522.71 **

SE 17TH-SE 28TH AVE	CONT NO		X FA PROJ NOS M 793001 100						STATE

	326	1033	500	00	P	1	1,131.79		1,131.79		1,131.79		80	80
			TOT		P	1	1,131.79		1,131.79		1,131.79			
			** JOB TOTALS **				1,131.79	**	1,131.79	**	1,131.79	**		

SILVERWILLIGER & S JACKSON PK CONT NO 8590 X FA PROJ NOS M 383001 41 M 388001 59

											STATE		
	326	1041	163	00	P	2				7.20		80	80
	326	1041	201	00	P	1	Cont.			47,762.75		78	78
	326	1041	201	00	P	2				66,148.72		78	78
	326	1041	203	00	P	1	Cr. Liq. Dam.			377.28CR		78	78
	326	1041	203	00	P	2				529.92CR		78	78
	326	1041	206	00	N	1	Interest			.23		78	78

TOTAL TO DATE JOB COST SUMMARY — OCTOBER 1980 — PAGE 189

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1041	270	03	P	1	SFO #3		167.62	78	78
	326	1041	270	03	P	2	"		115.96	78	78
	326	1041	285	01	P	2	Util.		182.04	80	80
	326	1041	295	00	N	9	Tr. City		2,100.00	77	77
	326	1041	296	00	N	9	" St.		118,118.24CR	77	80
	326	1041	298	00	N	9	" Fed.		110,018.24	77	80
	326	1041	900	00	P	1	Engr.	1.35CR	6,029.71	77	80
	326	1041	900	00	P	2			8,384.68	77	80
	326	1041	900	00	N	1	Engr.	1.80 1.80	110.09	77	80
	326	1041	900	00	N	2			34.97	77	77
	326	1041	915	00	P	1	Audit		4.65	78	78
	326	1041	915	00	P	2			20.59	78	78
	326	1041	950	00	P	1	Training		90.22	78	78
	326	1041	950	00	P	2			129.85	78	78
	326	1041	985	00	P	1	EEO Monitor		18.32	78	78
	326	1041	985	00	P	2			26.38	78	78
			TOT		P	1		1.35CR	53,740.89		
			TOT		P	2			74,485.50		
			TOT		N	1		1.80 1.80	110.32		
			TOT		N	2			34.97		
			** JOB TOTALS **					1.80 ** .45 **	128,371.68 **		

PORTLAND PVMNT MRKING #2 CONT NO 8600 X FA PROJ NOS PMS 005053 100

									STATE		
	326	1043	201	00	P	1			26,230.22	78	78
	326	1043	203	00	P	1			1,207.50CR	78	78
	326	1043	206	00	N	1			42.07	78	78
	326	1043	296	00	N	9			84,180.46CR	77	77
	326	1043	298	00	N	9			84,180.46	77	77
	326	1043	900	00	P	1			2,251.73	77	77
	326	1043	900	00	N	1			232.16	77	77
	326	1043	950	00	P	1			380.79	77	77
	326	1043	985	00	P	1			25.26	77	77
			TOT		P	1			84,180.46		
			TOT		N	1			379.23		

#8590 STATE COPY

cc: State (H. S. Coulter) 6-27-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-27-79	C. T. Christianson, Area Engineer	M-9383(1) & M-9398(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-13-78	8-31-78	104 %	250 C.C.

APPROVED EXTENSIONS	LOCATION
None	Two intersections in S.W. Portland -- Terwilliger @ Sam Jackson & Vermont @ 30th

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.W. TERWILLIGER @ SAM JACKSON
S.W. VERMONT @ 30th
Signals

Final cost, including engineering, was $128,477. This represents an 11% underrun.

RECEIVED
STATE HWY ENGR
JUL 2-'79
REFER TO
Keaney
FOR
Info | Invest | P/D | C.S. | Sec | Act | File

1-2 cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 6-28-79	TITLE: Field Operations Engineer	DATE: 6-28-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8590

October 11, 1978

Cascade Construction Company, Inc.
Post Office Box 4267
Portland, OR 97208

Gentlemen:

Time Extension
S.W. Terwilliger Blvd. @ S.W. Sam Jackson Park Road & S.W. Vermont St. @ S.W. 30th Avenue
Multnomah County
Contract No. 8590

Careful consideration and review has been given your request for an increase in the number of calendar days in which to complete the subject project. Delays in decisions regarding island revision were considered, but were viewed as not affecting contract time. Your request is therefore denied.

Any questions concerning this time extension should be directed to the Resident or Region Engineer.

There remains nine days of liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:jh
cc: C. T. Keasey
Robert Church
Ed Hardt
Jim Cochell

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8590

Salem, Oregon
October 10, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.W. Terwilliger @ Sam Jackson &
S.W. 30th @ Vermont St.
Multnomah County
Contract No. 8590

Cascade Construction Company, Inc., contractor on the subject project, requests a nine-day extension in the number of calendar work-days in which to complete the project. The contractor based his request on delays in determination of island revision. Pertinent dates are;

March 6, 1978	Discussion with City and Tri-Met
March 10, 1978	E.W.O. written
March 28, 1978	Approved E.W.O. distributed to field
March 30, 1978	Extra work performed
June 4, 1978	Time expires

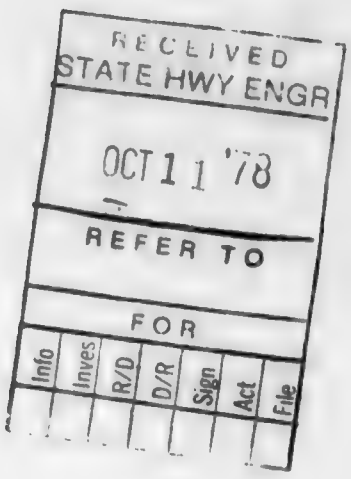
A concrete island was designed to separate a bus turnout from the travel lanes. Newer Tri-Met busses could not negotiate the turns involved due to their increased length. It was decided to remove the island.

The approval time for this order was not excessive, This work was not related to other contract work and should not have delayed work on the project. It is recommended this request be denied, A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: Ed Hardt
Jim Cochell



M-310 (Rev.)—SM—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 22, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 259 days, within which to complete our Contract No. 8590, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to delays incurred in the determination of island location by indecision by other agencies, and subsequent traffic signal installation, we respectfully request an increase in contract time of nine (9) days.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By Brian Klaiber
Brian Klaiber, Engineer

CONSENT OF SURETY

Date September 22, 19 78

We, The Travelers Indemnity Company
of Hartford, Connecticut, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Nancy L Kreutz
Nancy L Kreutz Attorney-in-fact

(SEAL)

Donald E Reger
Resident Agent
Reger, Bowes & Hunter, Inc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8590 Contractor Cascade Construction Co.

Highway Portland city streets

Section SW Terwilliger Blvd. at SW Sam Jackson Pk. Rd. and SW 30th & Vermont Sts.

Kind of Work Grade, Pave, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~GRANTED~~. The reasons for such recommendation are as follows: [redacted].

Recommended for Approval:

Marcian Craft
Division Engineer

O. B. Jackman
Per
Construction Engineer or Bridge Engineer

[signature]
State Highway Engineer

Contract No.	8590
FA Nos.	M-9383(1)
Project designation	M-9398(1) State-Federal
Date awarded	9/15/77
Work started	10/31/77
~~XXXXXXX~~ completed	6/13/78 Date
No. of Workdays Allowed	250 Calendar WD
No. of Workdays Used	259
No. of Added Workdays Requested	9

ST*0206-734

8590

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8590

In accordance with Cascades memo of October 4th, the $6,000.00 deposit released on this project is being applied to their unallocated account.

Vernon E. Skoog
Controller

by _____
James J.Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev. 7-77)

8590

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 2, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8590

This project has been finalled. The $6,000.00 deposited in lieu of retainage may be released or transferred to another contract.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

8590

September 6, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On September 5, 1978, we wrote to you concerning release of final payment on Contract No. 8590 awarded to Cascade Construction Co., Inc., for work on S.W. Terwilliger Boulevard at S.W. Sam Jackson Park Road and S.W. Vermont Street at S.W. 30th Avenue in Portland, Multnomah County.

Final payment on this contract is $29 and the total contract amount is $113,011.47 including $3,008.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Ed Hardt

8590

FORM 01-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SW Terwilger at Sam Jackson SW Vermont at SW 30th Ave.	WEEK ENDING: 6/30/78	
	SECTION PREFIX: 326-1041	
HIGHWAY: FAU 9383 & 9398 (Portland)	COUNTY: Multnomah	
NAME OF JOB: SW Terwilger at Sam Jackson & Vt at 30th	KIND OF WORK: Grade, Pave, Signals	
CONTRACTOR: Cascade Construction Co Inc.	CONTRACT NUMBER: 8590	FEDERAL AID PROJECT NUMBER: M-9383(1) & M-9398(1)
DATE OF CONTRACT: 9/15/77	DATE WORK STARTED: 10/31/77	ESTIMATED COMPLETION DATE: 6/13/78
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 250 CD	WORK DAYS USED CALENDAR DAYS USED 259
PROJECT AUTHORIZATION: $ 144,013.91	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 104
EXCLUSIVE OF ENGINEERING: $ 132,594.30	ENGINEERING AUTHORIZATION: $ 11,419.61	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF [redacted]: $ 116,199.57	ENGINEERING COST TO DATE: $ 10,445.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81
ESTIMATED PERCENT [redacted] UNDERRUN: 12 %	PERCENT OF AUTHORIZATION: 91 %	DATE PROJECT WAS COMPLETED: 6/13/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE — Aggr.	[redacted]	[redacted]	Class C	Traffic Signals
100	100	100	100			100	100

	GRADING	SURFACING	[redacted]	[redacted]	PAVING
MILES IN PROJECT	Two Intersections				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	330 Ton		335 Ton	Lump Sum
TOTAL QUANTITIES CORRECTED TO DATE		~~330~~ 316		~~335~~ 366	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		~~330~~ 316		~~335~~ 366	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK. None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Overcast -	0		
MONDAY 26	Clear	0		
TUESDAY 27	"	0		
WEDNESDAY 28	"	0		
THURSDAY 29	Overcast	0		
FRIDAY June 30	"	0		
SATURDAY July 1		0		

RECEIVED
JUL 3 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete. Second notification sent in. Final inspection held Thursday, June 29,1978. This will be the final report on this project. Semi-final data is being prepared.

cc: Construction
FHWA
Region
File

SIGNED J. W. Odell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Form 31-734-1384 (9-77)

8590

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

6-28-78

Project Name: L SW Terwilliger Blvd. @ SW Sam Jackson Rd. & SW Vermont St. @ SW 30th Ave.				Contract No.: 8590
Highway: FAU 9383 & 9398			County: Multnomah	Prefix No.: 326-1041
Contract Time Elapsed: 104%	Contract Work Completed: 100%	Contract Work Quality: Good	Contract Work Progress: Good	F.A. Project No.: M-9383(1) & M-9398(1)
Inspection date: 6-28-78		By: Marion Craft		
In company with: Jim Cochell - Previously inspected by Dean Franklin of Portland.				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Both sites have been completed as per plans and specifications, with minor modifications made to accommodate Tri-Met bus turning movements. The signals have been turned on and timed and functioning for about two weeks. Striping was done by City forces, signing by State forces.

The signals appear to be functioning as intended and workmanship is good.

The project is considered acceptable, pending receipt of a letter of acceptance from the City of Portland.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

June 13, 1978 — Date opened to traffic or in operation
" — Date of Second Notification
---- — Date Contractor's notice for semi-final inspection received
June 13, 1978 — Date Contractor removed equipment, plant, etc.
_____ — Estimated submittal date of semi-final estimate
June 13, 1978 — Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Marion Craft

Title Reg Const Engr

N
M Bp

8590

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-78

FEDERAL AID PROJECT NO.: [illegible]-9383(1) & M-9398(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-75 & M-76

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8/3/77	5/9/77	FAU 9383 & 9398	City Streets

GENERAL LOCATION:

Terwilliger at Sam Jackson and Vermont at 30th Avenue

GENERAL DESCRIPTION OF WORK:

Install traffic signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~A~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/9/78 as requested in Mr. Keasey's letter of 5/23/78 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $550, Federal funds $275.

NOTED
F. B. KLABOE
6.9

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/1/78	G. K. Hoseney	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8590

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-2-78

FEDERAL AID PROJECT NO.: M-9383(1) & M9398(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-75 & M-76

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	4-11-78	FAU 9383 and 9398	City streets

GENERAL LOCATION:

SW Terwilliger at SW Sam Jackson Park Rd. and SW Vermont at SW 30th Ave.

GENERAL DESCRIPTION OF WORK:

Removal of striping and provide new striping and markings.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AWARD BASIS~~
- ~~FORCE ACCOUNT~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-11-78, as requested in Mr. Keasey's letter of 4-26-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,000 Federal Funds $858.

NOTED
F. B. KLABOE
Swan 5-5

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8590

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 10-85	FEDERAL-AID PROJECT AGREEMENT 10-25-77	County Multnomah
		Project No. M-9398(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. S.W. Vermont St. @ S.W. 30th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-1-76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.0
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 88,795	$ 76,185

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By L Kinsey

acting
State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator OCT 25 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 18, 1977

Federal Aid Project
No. M-9398(1)

S.W. Vermont St. at S.W. 30th Ave.
S.W. Vermont St. (City Street)
Multnomah County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering			$ 1,500.00
Type Code Y008			
Channelization			
Mobilization	All Required (60%)		$ 7,200.00
Temporary Protection and Direction of Traffic	All Required (40%)		720.00
Temporary Signs	83 Sq. Ft.	5.00	415.00
Temporary Barricades	3 Each	117.00	351.00
Temporary Plastic Safety Markers	34 Each	75.00	2,550.00
Flagmen	450 Hour	17.00	7,650.00
Clearing & Grubbing	All Required		7,500.00
Removal of Structures & Obstructions	All Required (30%)		720.00
General Excavation	All Required (66%)		1,782.00
Aggregate Base	255 Ton	10.00	2,550.00
Class "C" Asphalt Concrete	225 Ton	20.50	4,612.50
8-inch Sewer Pipe	18 Lin. Ft.	16.00	288.00
Concrete Inlet, Type P	1 Each	400.00	400.00
Curbs, Islands, Walks & Ramps	29 Cu. Yd.	100.00	2,900.00
	Subtotal		$39,638.50
Anticipated Items			
City of Portland (Water)	All Required		$ 1,500.00
	Subtotal		$41,138.50
	Engineering		5,553.50
	Total		$46,692.00
Type Code Y031			
Traffic Signal			
Traffic Signal Installation, Complete	All Required (57%)		$35,773.20
	Subtotal		$35,773.20
	Engineering		4,829.80
	Total		$40,603.00

Length of Project . . . . . 0.00 mile

Work Retained in Program Status
(Not included in totals below)

Permanent Signing	All Required (50%)	$ 250.00
Permanent Pavement Striping	All Required (50%)	250.00
Extra for Asphalt Berm	All Required	300.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	Federal Funds
Preliminary Engineering	$ 1,500.00	$ 1,287.00	$ 106.50	$ 106.50
Channelization	46,692.00	40,061.00	3,315.50	3,315.50
Traffic Signal	40,603.00	34,837.00	2,883.00	2,883.00
TOTAL	$88,795.00	$76,185.00	$6,305.00	$6,305.00

Group 2 - 59%
Contract No. 8590
Prefix 326-1041
Prefix 326-1976

8590

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8590

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
10-24	**FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
	10-17-77	Project No. M-9383(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6/1/76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8/3/77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 57,949	$ 49,720

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon October 11, 1977

Federal Aid Project
No. M-9383(1)

SW TERWILLIGER BLVD. @ SW SAM JACKSON PK. RD. SECTION
TERWILLIGER BLVD. (CITY STREET)
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 3,500.00
Type Code Y031			
Traffic Signal			
Mobilization	All Required (40%)		$ 4,800.00
Temporary Protection & Direction of Traffic	All Required (60%)		1,080.00
Temporary Signs	67 sq.ft.	5.00	335.00
Temporary Barricades	4 each	117.00	468.00
Temporary Plastic Safety Markers	20 each	75.00	1,500.00
Flagmen	300 hr.	17.00	5,100.00
Removal of Structures & Obstructions	All Required (70%)		1,680.00
General Excavation (410 c.y.)	All Required (34%)		918.00
Aggregate Base	75 ton	10.00	750.00
Class "C" Asphalt Concrete	110 ton	20.50	2,255.00
Curbs, Islands, Walks & Ramps	21 cu.yd.	100.00	2,100.00
Traffic Signal Installation, Complete	All Required (43%)		26,986.80
	Subtotal		$47,972.80
	Engineering		6,476.20
	TOTAL		$54,449.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(not included in totals below)

Permanent Signing	All Required (50%)	$ 250.00
Permanent Pavement Striping	All Required (50%)	250.00
Relocate Street Light Pole	All Required	700.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,500.00	$ 3,003.00	$ 248.00	$ 249.00
Traffic Signal	54,449.00	46,717.00	3,866.00	3,866.00
TOTAL	$57,949.00	$49,720.00	$4,114.00	$4,115.00

Group 1 - 41%
Contract No. 8590
Prefix: 326-1041
Prefix: 326-1975

8590

OREGON STATE HIGHWAY DIVISION

Form 61-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 SW 6th Ave.
Portland, OR 97204

Attention of John Lang
Highway Co-ordinator

Request No. (assigned by staff engineer or head of section) CC1758

Date September 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $10,100.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the SW Terwilliger @ SW Sam Jackson Pk. Rd. and SW Vermont @ 30th Ave. Section-FAU-9398(1) and 9398(1) covered by Agreement No. 5660 & 5661.	$8,100.00	
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $10,100.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 326-1041-265

Submitted by: F. Hildebrandt
F. Hildebrandt

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8590 9-7-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9383(1) & M-9398(1)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): [ ] 1. [ ] 2.

FROM: G. L. Green, Division Administrator
SAlem, Oregon

PROGRAM NO.:

ITEM NO.: M-75 & M-76

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR

Info	Inves.	R/D	D/R	Sign	Act	File

orig to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-22-77	FAU 9383 & 9398	City streets

GENERAL LOCATION:

"S.W. Terwilliger Blvd. @ Sam Jackson Park Rd. and S.W. Vermont St. @ S.W. 30th Ave."

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Utility adjustment (City of Portland Water Bureau) TEC NTE $1,677 - F.F. $1,438

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-22-77 letter, you are authorized to proceed with the actual adjustment of the City of Portland's Water Bureau facilities. Reimbursement on an actual cost basis is approved.

I approve the agreement with the City of Portland, Bureau of Water Works consisting of their letter of 8-8-77, the OSHD Regional Engineer's letter of 8-10-77 and the plans and estimate furnished by Mr. Swan's 8-22-77 letter. Approval and participation for the portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8590

August 29, 1977

City of Portland
400 S.W. 6th Avenue
Portland, OR 97204

Attn: Mr. John Lang
Highway Coordinator

Gentlemen:

On August 25, 1977, a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, OR 97208, for construction of the SW Terwilliger Blvd@SW Sam Jackson Park Road and SW Vermont Street@30th Avenue Section, FAU 9383 and 9398.

The anticipated construction cost based on their bid is as follows:

		9393	9398
Bid Items	$123,384.50	47,972.80	75,411.70
Permanent Signing	500.00	250.00	250.00
Permanent Pavement Striping	500.00	250.00	250.00
Adjust Utilities			
City of Portland (Water)	1,500.00		1500.00
Construct Asphalt Berm	300.00		300.00
Relocate Street Light Pole	700.00	700.00	
4½% Contingencies	5,709.80	2212.78	3497.03
9% Engineering	11,419.61	4,425.56	6,994.05
ESTIMATED TOTAL COST	$144,013.91	55,811.17	88,202.78
City's Advance Deposit:		3906.78	6174.19
7% of $144,013.91 = $10,080.97 or	$ 10,100.00	3900 -	6200 -

Please make your check in the amount of $10,100.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N.E. Glisan St., Portland, OR 97213, prior to September 16, 1977.

Very truly yours,

RHP

Robert H. Prange
Local Projects Manager

(A) N A

FFH:lml

bc w/att: Jon Rose - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-316 and submit to Finance Branch.

M

8590

ROW 18-4

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facilities Relocation
S.W. Terwilliger @ S.W. Sam
Jackson Park Rd. & S.W. Vermont
@ S.W. 30th
Multnomah County
Project No. FAU-9333 & 9398

Dear Sir:

Here are two copies of an estimate of cost to adjust the City's facilities, dated August 8, 1977, and a sketch showing the proposed work.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter, dated July 28, 1977, was previously supplied your office. This work is on a City street, therefore, no permits will be issued by the State.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 since the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,677.10.

NOTED
E. S. HUNTER

Yours truly,

J. L. Gaither
for D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
AUG 24 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DES:PP:db
Enclosure

cc: E. S. Hunter
Robert Church
Phil Preston

8530

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes.

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8590

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-3-77

FEDERAL AID PROJECT NO
M-9383(1) & M-9398(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-75 & M-76

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR AUG 16 '77 REFER TO Mckinney FOR Info Invest R/D O/R Sign Act File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	FAU Routes 9383 & 9398	City Streets

GENERAL LOCATION:
"SW Terwilliger Blvd. at Sam Jackson Park Rd. and SW Vermont Street at SW 30th Ave. Section"

GENERAL DESCRIPTION OF WORK:
Channelization and Signals (Code Y008-Y031-Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $143,685-Federal Funds $112,345.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

SW Tanwilliger Blvd at SW Sam Jackson Pk Rd

Section SW Vermont St at SW 30th Ave

Programming Estimate $ 147,000

$590

Highway FAU 9383 & 9398 (Portland) 7-6-77

Project Length —

County Multnomah

Completion Time 250 calendar days

Kind of Work Grading, Paving & Signals

Prefix 326-1975

FA Project No. M-9383(1) & M-9398(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 126,595.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500.00	
Permanent Pavement Striping	500.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
City of Portland (Water)	1,500.00	
~~Misc. Permit Fees~~ Extra for Asphalt Berm	300.00	
Relocate Street Light Pole	700.00	
		$ 3,500.00
		$ 120,095.00
Contingencies (4-1/2%)		5,854.28
Engineering (9 %)		11,708.55
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 147,657.83

APPROVED

Road Design Engineer

(3) N

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date _____

Section SW Terw. Iliyer Blvd at SW Sum Jackson Pk Rd / SW Vermont St at SW 30th Ave

County Multnomah

Kind Of Work Grading, Paving & Signals Length — Name Butler

7-6-77-B

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	9,400.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3000.00
	Temporary Signs		Sq. Ft.	150	6.00	900.00
	Temporary Barricades		Each	7	125.00	875.00
	Temporary Plastic Safety Markers		Each	54	75.00	4,050.00
	Flagmen		Hour	750	17.00	12,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	150.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	700.00
	General Excavation		Cu. Yd.	410	10.00	4,100.00
	Aggregate Base		Ton	330	10.00	3300.00
	Class "C" Asphalt Concrete		Ton	335	30.00	10,050.00
	8-inch Sewer Pipe		Lin. Ft.	18	15.00	270.00
	Concrete Inlet, Type P		Each	1	350.00	350.00
	Curbs, Islands, Walks and Ramps		Cu. Yd.	50	180.00	9,000.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	67,700.00
	TOTAL					126,595.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____

Date _____

Section SW Terwilliger Blvd. at SW Sam Jackson Pk Rd & SW Vermont St at SW 30th Ave

County Multnomah

Kind Of Work Grading, Paving & Signals Length — Name Butler 7-6-77 8

No	Item	Code	Unit	Quant.	Terwilliger M-9383(1)	Vermont M-9398(1)
	Mobilization		All	All	40 3 %	60 5 %
	Temporary Protection and Direction of Traffic		All	All	60%	40%
	Temporary Signs		Sq. Ft.	150	67	83
	Temporary Barricades		Each	7	4	3
	Temporary Plastic Safety Markers		Each	54	20	34
	Flagmen "A" Bunnett		Hour	750	300	450
	ROADWORK					
	Clearing and Grubbing		All	All	0 %	100 %
	Removal of Structures and Obstructions		All	All	70%	30 %
	General Excavation		Cu. Yd.	410	140	270
	Aggregate Base		Ton	330	75	255
	Class "C" Asphalt Concrete		Ton	335	110	225
	8-inch Sewer Pipe		Lin. Ft.	13		18
	Concrete Inlet, Type P		Each	1		1
	Curbs, Islands, Walks and Ramps		Cu. Yd.	50	21	29
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	43%	57%

8590

State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

4-20-77

Subject: Federal Aid Project No. M-0285(1)
Project Name S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd., FAU 9383

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[ ] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 20th day of April, 1977

City of Portland

Conrad McKenzie
City Engineer

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8590

State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 4-20-77

Subject: Federal Aid Project No. M-0036(1)
Project Name S.W. Vermont St. at S.W. 30th Ave., FAU 9398

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[ ] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 20th day of April, 1977

City of Portland

Conrad McKinzie
City Engineer

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8590

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-(Various)

STATE PROJECT NO.

COUNTY NAME: Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

12-28-76

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-28-76	Various FAU Routes
		STATE ROUTE NUMBER: City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-28-76	[signature]	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-28-76	Various FAU Routes
		STATE ROUTE NUMBER: City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
57	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9393	M-9393(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-28-76	G. K. Hoseuer	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—631-443

8590

9398

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Lantz
Hacek

Hopkins
Harwell
Holmes
Prange R
Unrein A

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter
			✓		

8590

FAUS

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

R. B. KLABOE
Administrator and
State Highway Engineer

June 30, 1976

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. John Lang
Highway Coordinator
City of Portland
400 SW 6th Avenue
Portland, OR 97204

Re: Authorization to Proceed
FAUS Projects
SW Terwilliger at Sam Jackson
Park Road and
SW Vermont at SW 30th Avenue

Dear Mr. Lang:

Effective June 1, 1976, the FHWA has granted authorization to proceed with preliminary engineering on the two subject signal projects. All eligible costs for engineering work performed after that date will be subject to Federal participation. In all records, billings, and correspondence would you please refer to Federal Aid Project Number M-0036(1) for the Vermont at 30th project, and M-0285(1) for the Terwilliger at Sam Jackson project. A State Account number has yet to be assigned to these projects but you will be advised of that number as soon as available.

Please caution all City personnel who will be working on this project that clear records of time and expenses are absolutely imperative. Any failure may result in unnecessary disputes and non-participation by Federal and State funds.

If you should anticipate that cost will substantially excede those anticipated in the project requests, please notify this office as soon as that fact becomes apparent. Timely notice is important in any approval for additional authorization.

Sincerely,

Jon Rose

Jon Rose
Region Federal Aid Engineer

PROJECT MANAGEMENT
JUL 01 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See Me

cc Dick Unrein

Form 81-734-3122

Form E-20 (Rev. 9-71)

8590

DEP

FAUS (2)

OREGON STATE HIGHWAY DIVISION
AUTHORITY FOR SURVEY

Section SW Terwilliger Blvd. - SW Sam Jackson Park Rd. Date June 24, 1976

Highway Portland City Street Authorization No. 1

County Multnomah Survey Prefix 326-1975
(Assigned by Salem office)

Description of termini, route, length, etc.: Traffic Signal at SW Terwilliger Blvd at Sw Sam Jackson Park Rd.

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1976
☐ ENGR. ☐ COOR. ☒ DE ☐ AE ☐ DE
☒ RPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey: Perform preliminary engineering, (by City) and provide monies for State monitoring of PE. Also to provide monies for OSHD plans and specification section.

Field	(901)	300
City of Portland	(903)	2,200
Plans	(905)	300
Spec's	(921)	200

Estimate of cost:

M-0285(1)
6/1/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$3,000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: [signature]
Field Engineer

Recommended for Approval: [signature]
Location Engineer

Recommended for Approval: [signature]
Regional Engineer

Approved: [signature]
Assistant State Highway Engineer

SP*23604-734

6-1-76
FAUS

Form E-20 (Rev. 9-71) 8590

FAUS (6)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW Vermont - SW 30th Avenue

Date June 24, 1976

Highway Portland City Street

Authorization No. 1

County Multnomah

Survey Prefix 326-1976
(Assigned by Salem office)

Description of termini, route, length, etc.: Channelization and traffic signal at intersection of SW Vermont at SW 30th Avenue in the City of Portland

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ RPE ☑ CE ☐ RE ☐ RPE ☐

Purpose of survey: Perform preliminary engineering, (by City) and provide monies for State monitoring of PE. Also provide monies for OSHD plans and specifications Section

Field	(901)	400
City of Portland	(903)	5,000
Plans	(905)	400
Spec's	(921)	200

Estimate of cost:

M-0036(1)
6/1/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$6,000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: W. B. Smith
Field Engineer

Recommended for Approval: H. Dale E. Pepin
Location Engineer

Recommended for Approval: Marion Crafts
for Regional Engineer

Approved: E. Hunter
Assistant State Highway Engineer

SP*23604-734

6-1-76
AND FAUS

8590 fano

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-0285(1)

STATE PROJECT NO. SW Terwilleger Blvd-SW Sam Jackson Park Rd

FROM: G. L. Green, Division Administrator
Salem, Oregon
6-1-76

PROGRAM NO.

ITEM NO. M-76

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Administrator &
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/1/76	FAU 0285	City Street

GENERAL LOCATION:

City Street SW Terwilliger Blvd (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering - Traffic Signals (miles 0.0, Code Topics Y-031)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $3,000, Federal funds $2,300.

☒ OTHER (Specify)
Program Approval (TEC $29,000, FF $22,600)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/13/76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a nonmajor action as set forth in FHPM 7-7-2.

Also as requested in Mr. Rulien's 5/13/76 letter you are authorized to proceed with the work as shown above.

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

DATE	SIGNATURE OF APPROVING OFFICIAL
6/1/76	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

EAUS

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F.H.W.A.

FORM PR-1 (REV. 4-61)

5-13-76

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	City St., S.W. Terwilliger Blvd. (Portland) 21 60	ADT	13,500	22,900 (66)	96 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (8)	NUMBER
CARD 3	P.E., Traffic Signal 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (76)	M- 14 22	0285 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Urban System	Multnomah

NAME OF URBAN AREA (17-31): Portland

ROUTE NO. U | FEDERAL-AID 0285 | STATE (32) City St. (36) (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE TOPICS		City St., S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd. (Portland)	0.0	3,000	2,300	350	350 (City)
5					ROW							
5					CONST (CODE) TOPICS Y031		"S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd."	0.0	26,000	20,300	2,850	2,850 (City)
							PROJECT TOTALS	0.0	29,000	22,600	3,200	3,200 (City)

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
☐ ENGR. ☐ COORD. ☐ DE ☐ AE ☐ DE
☒ RPE ☒ CE ☐ DE ☐ RPE ☐

CARD	CODE	PREPARED BY
1	1	C.L.
1	14	PROGRAM APPROVAL DATES

(16) (22) (24) (32) REMARKS

FORM PR-1 (REV. 4-61)

5-13-76

FEDERAL-AID PROGRAM DATA

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. St., S.W. Terwilliger Blvd. (Portland)	ADT	13,500	22,900	96	10	Oregon	41	W36	76

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								M-	0285	(1)		

Urban System

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U | FEDERAL-AID: 0285 | STATE: City St. | U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
CS		City St., S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd. (Portland)	0.0	3,000	2,300	350	350 (City)	P.E. all phases; install multiphase traffic signal and minor channelization.
W								
NST (c) CS 1		"S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd."	0.0	26,000	20,300	2,850	2,850 (City)	ROW-60' normal; access control-none; parking restrictions-none.
	C.L.	PROJECT TOTALS	0.0	29,000	22,600	3,200	3,200 (City)	

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
ENGR. COORD. DE AE DE
APPR. CE DE APPR.

VAL DATES

REMARKS

-OVER-

S.W. TERWILLIGER BLVD. AT S.W. SAM JACKSON PARK RD. SECTION
PROJECT NO. M-0285(1)

Existing Facility: 36-foot curbed roadway for two traffic lanes with sidewalk/bikeway on the south side. T-intersection with stop sign on S.W. Sam Jackson Park Rd. for traffic entering S.W. Terwilliger Blvd.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2) Installation of a fully actuated traffic signal and minor channelization to facilitate right-turn movements from S.W. Sam Jackson Park Rd. onto S.W. Terwilliger Blvd.

Note: Portions of the preliminary engineering will be performed by City of Portland forces with review and contracting by State forces.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "timesaving procedures" set forth in FHPM 6-8-2-1.

Note:

1) This project is in Congressional District No. 1.
2) This project is included in No. 35 on the Portland Urban Area TIP revised list.

8590 FAUS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 0036(1)

STATE PROJECT NO.: SW Vermont-SW 30th

FROM: G. L. Green, Division Administrator
Salem, Oregon
6-1-76

PROGRAM NO.:

ITEM NO.: M-75

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/1/76	FAU Route 0036	City Street

GENERAL LOCATION:

City Street-SW Vermont (City of Portland)

GENERAL DESCRIPTION OF WORK:

PE - Channelization and traffic signal (Miles 0.0
Code X008 & X031)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $6,000, Federal funds $4,600.

☒ OTHER (Specify)
Program Approval (TEC $66,000, FF $51,500)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/13/76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a nonmajor action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 5/13/76 letter you are authorized to proceed with the work as shown above.

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
☐ ENGR. ☐ COOR. ☒ DE ☐ AE ☐ BE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/1/76	E. L. Black	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-688

FAMS

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 13, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St., S.W. Vermont St. (Portland)		ADT	PRESENT: 7,000	FUTURE: 11,900	YEAR: 96	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Channelization, traffic signal		NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S): M-	NUMBER: 0036		
CARD 4	CLASS OF FEDERAL FUNDS: Urban System									COUNTY NAME: Multnomah			
	NAME OF URBAN AREA: Portland									ROUTE NO. U	FEDERAL-AID: 0036	STATE: City St.	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-14 S)	(15)	41	42	43 - 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE TOPICS		City St. S.W. Vermont St. @ S.W. 30th Ave. (Portland)	0.0	6,000	4,600	700	700 (Cit
5					ROW							
5					CONST (CODE) Y008 Y031		"S.W. Vermont St. @ S.W. 30th Ave. (Portland) Section"	0.0	60,000	46,900	6,550	6,550 (Cit
								0.0	66,000	51,500	7,250	7,250 (Cit

(116) (23) (24) (25)

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
☐ ENGR. ☐ OGE ☐ AE ☐ RE
☐ OPS ☒ CE ☐ ME ☐ OPE ☐

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	CL	

PROGRAM APPROVAL DATES

JUN 1 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 13, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty St., S.W. Vermont St. (Portland)	ADT	7,000	11,900	96	10	Oregon	41	W36	75

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ation, traffic signal								M-	0036	(1)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Multnomah	051	
Portland	ROUTE NO. U / FEDERAL-AID 0036 / STATE City St. / U.S. ----		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E OPICS		City St. S.W. Vermont St. @ S.W. 30th Ave. (Portland)	0.0	6,000	4,600	700	700 (City)	P.E. all phases; Install multi-phase traffic signal and channelization to provide left turn lane.
OW								
ONST (CODE) 008 031		"S.W. Vermont St. @ S.W. 30th Ave. (Portland) Section"	0.0	60,000	46,900	6,550	6,550 (City)	ROW - 60'normal; Access control-none; Parking Restrictions-complete.
CL		PROJECT TOTALS	0.0	66,000	51,500	7,250	7,250 (City)	

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
ENGR. DESIGN. OE AE DE
INSPT. CE RE INSPT.

APPROVAL DATES

JUN 1 1976

FINANCIAL DIVISION

REMARKS

-Over-

S.W. VERMONT ST. @ S.W. 30th AVE. (PORTLAND) SECTION

PROJECT NO. M-0036(1)

Existing Facility: Two-lane A.C. surface with 5-foot shoulders with access to S.W. Vermont and S.W. Capitol controlled by stop signs.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Install multi-phase traffic signal at the intersection of S.W. Vermont St. at S.W. 30th Ave.

(3) Grade, drain, base, high-type pavement necessary to widen S.W. Vermont Street between S.W. 30th Ave. and S.W. Capitol Hwy. to a 44-foot section to provide for a left-turn lane.

Note: Portions of the preliminary and construction engineering will be accomplished by city of Portland forces with review and contracting by State forces.

Additional Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non major action project concurred in by FHWA on February 25, 1975.

IM 50-1-70 Requirements: Exempt from State Clearingh
Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planni
the project will not result in an alteration of lan
flow patterns that would require a significant chan
pleted or underway.

FHPM 7-7-5 Requirements: Not applicable under "Times
set forth in FHPM 6-8-2-1.

Note:

(1) This project is in Congressional District No.

(2) This project is included in No. 35 on the Port
TIP revised list.

Data for PR-37:

Type Code Y008	$30,000
Type Code Y031	30,000

ERMONT ST. @ S.W. 30th AVE. (PORTLAND) SECTION

PROJECT NO. M-0036(1)

y: Two-lane A.C. surface with 5-foot shoulders with Vermont and S.W. Capitol controlled by stop signs.

s: Same as existing facility.

ork under this project consists of the following:

ry engineering all phases.

ulti-phase traffic signal at the intersection of ont St. at S.W. 30th Ave.

ain, base, high-type pavement necessary to widen S.W. treet between S.W. 30th Ave. and S.W. Capitol Hwy. oot section to provide for a left-turn lane.

of the preliminary and construction engineering will be hed by city of Portland forces with review and con- by State forces.

-of-Way: None required.

irports, Railroads, Water Developments, Historical and reas: None involved.

rements: Non major action project concurred in by FHWA , 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note:

(1) This project is in Congressional District No. 1.

(2) This project is included in No. 35 on the Portland Urban Area TIP revised list.

Data for PR-37:

Type Code Y008	$30,000
Type Code Y031	30,000

8590

Ira 7-6-1
Ptld.

June 1, 1976

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and AGREEMENTS No. 5661

Gentlemen:

Attached for your files are two fully executed copies of an Urban System Project Agreement covering traffic signals and channelization at the intersection of S.W. Vermont Street and S.W. 30th Avenue on FAU 0036 and 0265.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr
Att.

bc Don Harwell

8590

2

May 28, 1976

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5660

Gentlemen:

Attached for your files are two fully executed copies of an Urban System Project Agreement covering the installation of traffic control signals at the intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Park Road on FAU 0285 and 0916.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

WF
Att.

bc Don Harwell (agreement att.)

8590

Ira 7-61
Portland

PRO 6-2

May 13, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. M-0036(1)
Multnomah County

We are submitting program data for one Urban System project, Item No. 75, Project No. M-0036(1), "S.W. Vermont St. @ S.W. 30th Ave. (Portland) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects", concurred in by FHWA Division Office on February 26, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $6,000 with an obligation of $4,600 in federal funds.

CL:md

cc: Ed Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 13, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St., S.W. Vermont St. (Portland)	ADT	PRESENT: 7,000	FUTURE: 11,900	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Channelization, traffic signal	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER (S): M-	NUMBER: 0036	
CARD 4	CLASS OF FEDERAL FUNDS: Urban System								COUNTY NAME: Multnomah		
	NAME OF URBAN AREA: Portland								ROUTE NO. U	FEDERAL-AID: 0036	STATE: City St. / U.S. ----

CARD 5 LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1 (1-4 S)	(10)	41	42	43 46	53		(54) (59)	(60) (66)	(67) (70)		
5				PE TOPICS		City St. S.W. Vermont St. @ S.W. 30th Ave. (Portland)	0.0	6,000	4,600	700	700 (City
5				ROW							
5				CONST (CODE) Y008 Y031		"S.W. Vermont St. @ S.W. 30th Ave. (Portland) Section"	0.0	60,000	46,900	6,550	6,550 (City
						PROJECT TOTALS	0.0	66,000	51,500	7,250	7,250 (City

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (28) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 13, 1976

PROJECT LOCATION (45 typewriter spaces): ty St., S.W. Vermont St. (Portland)

ADT: PRESENT 7,000 | FUTURE 11,900 | YEAR 96

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: W36 | ITEM NO.: 75

D WORK (35 typewriter): ation, traffic signal

NATL. FOREST | FH ROUTE NO. | SUFV AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): M- | NUMBER: 0036 | SEQ. NO.: (1)

T. Projects Only: POST MI. | DESIG.

OS: Urban System

COUNTY NAME: Multnomah | CODE: 051

Portland

ROUTE NO. U | FEDERAL-AID: 0036 | STATE: City St. | U.S.: ----

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E OPICS		City St. S.W. Vermont St. @ S.W. 30th Ave. (Portland)	0.0	6,000	4,600	700	700 (City)	P.E. all phases; Install multi-phase traffic signal and channelization to provide left turn lane.
OW								
ONST CODE) 08 31		"S.W. Vermont St. @ S.W. 30th Ave. (Portland) Section"	0.0	60,000	46,900	6,550	6,550 (City)	ROW - 60'normal; Access control-none; Parking Restrictions-complete.
CL		PROJECT TOTALS	0.0	66,000	51,500	7,250	7,250 (City)	

ESTIMATED PROJECT COST BY PHASES

ROVAL DATES

REMARKS

-Over-

S.W. VERMONT ST. @ S.W. 30th AVE. (PORTLAND) SECTION

PROJECT NO. M-0036(1)

Existing Facility: Two-lane A.C. surface with 5-foot shoulders with access to S.W. Vermont and S.W. Capitol controlled by stop signs.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Install multi-phase traffic signal at the intersection of S.W. Vermont St. at S.W. 30th Ave.

(3) Grade, drain, base, high-type pavement necessary to widen S.W. Vermont Street between S.W. 30th Ave. and S.W. Capitol Hwy. to a 44-foot section to provide for a left-turn lane.

Note: Portions of the preliminary and construction engineering will be accomplished by city of Portland forces with review and contracting by State forces.

Additional Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non major action project concurred in by FHWA on February 25, 1975.

IM 50-1-70 Requirements: Exempt from State Clearingh Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planni the project will not result in an alteration of lan flow patterns that would require a significant chan pleted or underway.

FHPM 7-7-5 Requirements: Not applicable under "Times set forth in FHPM 6-8-2-1.

Note:

(1) This project is in Congressional District No.

(2) This project is included in No. 35 on the Port TIP revised list.

Data for PR-37:

Type Code Y008	$30,000
Type Code Y031	30,000

HONT ST. @ S.W. 30th AVE. (PORTLAND) SECTION

PROJECT NO. M-0036(1)

Two-lane A.C. surface with 5-foot shoulders with
ermont and S.W. Capitol controlled by stop signs.

Same as existing facility.

k under this project consists of the following:

engineering all phases.

ti-phase traffic signal at the intersection of
t St. at S.W. 30th Ave.

n, base, high-type pavement necessary to widen S.W.
eet between S.W. 30th Ave. and S.W. Capitol Hwy.
t section to provide for a left-turn lane.

the preliminary and construction engineering will be
d by city of Portland forces with review and con-
State forces.

f-Way: None required.

ports, Railroads, Water Developments, Historical and
as: None involved.

ments: Non major action project concurred in by FHWA
1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note:

(1) This project is in Congressional District No. 1.

(2) This project is included in No. 35 on the Portland Urban Area TIP revised list.

Data for PR-37:

Type Code Y008	$30,000
Type Code Y031	30,000

8590

8

PRO 6-2

May 13, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. M. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0285(1)

We are submitting program data for one Urban System Project, Item No. 76, Project No. M-0285(1), "S.W. Terwilliger Blvd, at S.W. Sam Jackson Park Rd.", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects", concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $3,000 with an obligation of $2,300 in Federal funds.

CL:bb

cc: Ed Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-13-76

FEDERAL-AID PROGRAM DATA

CARD												
2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St., S.W. Terwilliger Blvd. (Portland)	ADT	PRESENT: 13,500	FUTURE: 22,900	YEAR: 96	REGION: 10	STATE NAME: Oregon				
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): M-	NUMBER: 0285		
4	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Multnomah					
	NAME OF URBAN AREA: Portland						ROUTE NO. U	FEDERAL-AID: 0285	STATE: City St.	U.S.		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE TOPICS		City St., S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd. (Portland)	0.0	3,000	2,300	350	350 (City)
5					ROW							
5					CONST (CODE) TOPICS Y031		"S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd."	0.0	26,000	20,300	2,850	2,850 (City)
								0.0	29,000	22,600	3,200	3,200 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	C.L.	

PROGRAM APPROVAL DATES

REMARKS

FORM PR-1 (REV. 4-61)

5-13-76

FEDERAL-AID PROGRAM DATA

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., S.W. Terwilliger Blvd. (Portland)	ADT	13,500	22,900	96	10	Oregon	41	W36	76

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								M-	0285	(1)		

Urban System

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. U — FEDERAL-AID: 0285 — STATE: City St. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PICS		City St., S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd. (Portland)	0.0	3,000	2,300	350	350 (City)	P.E. all phases; install multiphase traffic signal and minor channelization.
OW								
NST ODE) PICS 7031		"S.W. Terwilliger Blvd. at S.W. Sam Jackson Park Rd."	0.0	26,000	20,300	2,850	2,850 (City)	ROW-60' normal; access control-none; parking restrictions-none.
C.L.		PROJECT TOTALS	0.0	29,000	22,600	3,200	3,200 (City)	

OVAL DATES

REMARKS

-OVER-

S.W. TERWILLIGER BLVD. AT S.W. SAM JACKSON PARK RD. SECTION
PROJECT NO. M-0285(1)

Existing Facility: 36-foot curbed roadway for two traffic lanes with sidewalk/bikeway on the south side. T-intersection with stop sign on S.W. Sam Jackson Park Rd. for traffic entering S.W. Terwilliger Blvd.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2) Installation of a fully actuated traffic signal and minor channelization to facilitate right-turn movements from S.W. Sam Jackson Park Rd. onto S.W. Terwilliger Blvd.

Note: Portions of the preliminary engineering will be performed by City of Portland forces with review and contracting by State forces.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "timesaving procedures" set forth in FHPM 6-8-2-1.

Note:

1) This project is in Congressional District No. 1.
2) This project is included in No. 35 on the Portland Urban Area TIP revised list.

8590

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 17, 1976

TO Oregon State Highway ~~Transportation~~ Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal Aid Urban System Project Requests**

AGENDA
FEB 24 1976
4/

Presented for your consideration at the February 24 meeting will be three requests for approval of Urban System projects.

The City of Medford is requesting a $45,000 traffic signal project at the intersection of Barnett Road and Black Oak Drive.

Two traffic signal project requests were submitted by the City of Portland. One is a $29,000 installation at the intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Park Road and the other request is a $65,000 installation at the intersection of S.W. Vermont Street and S.W. 30th Avenue.

Federal Urban System funds for these projects are estimated at $108,420, with the State providing approximately $15,290 in match funds and an equal amount being contributed by the cities.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Attachment
bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
R. N. Bothman
E. L. Hardt
V. E. Skoog
Alfred Shirley
George Bell
R. L. Schroeder
L. W. Rulien
D. N. Harwell
Jack Graham

NOTED
C. W. HEAD

RU:mm dpy

CITY OF PORTLAND
Proposed Urban System Project

S. W. Terwilliger Blvd. (FAU 0285) at S. W. Sam Jackson Park Rd.
Traffic Signals
$29,000

This project entails all the necessary work and costs to signalize the intersection of S. W. Sam Jackson Park Rd. and S. W. Terwilliger Blvd.

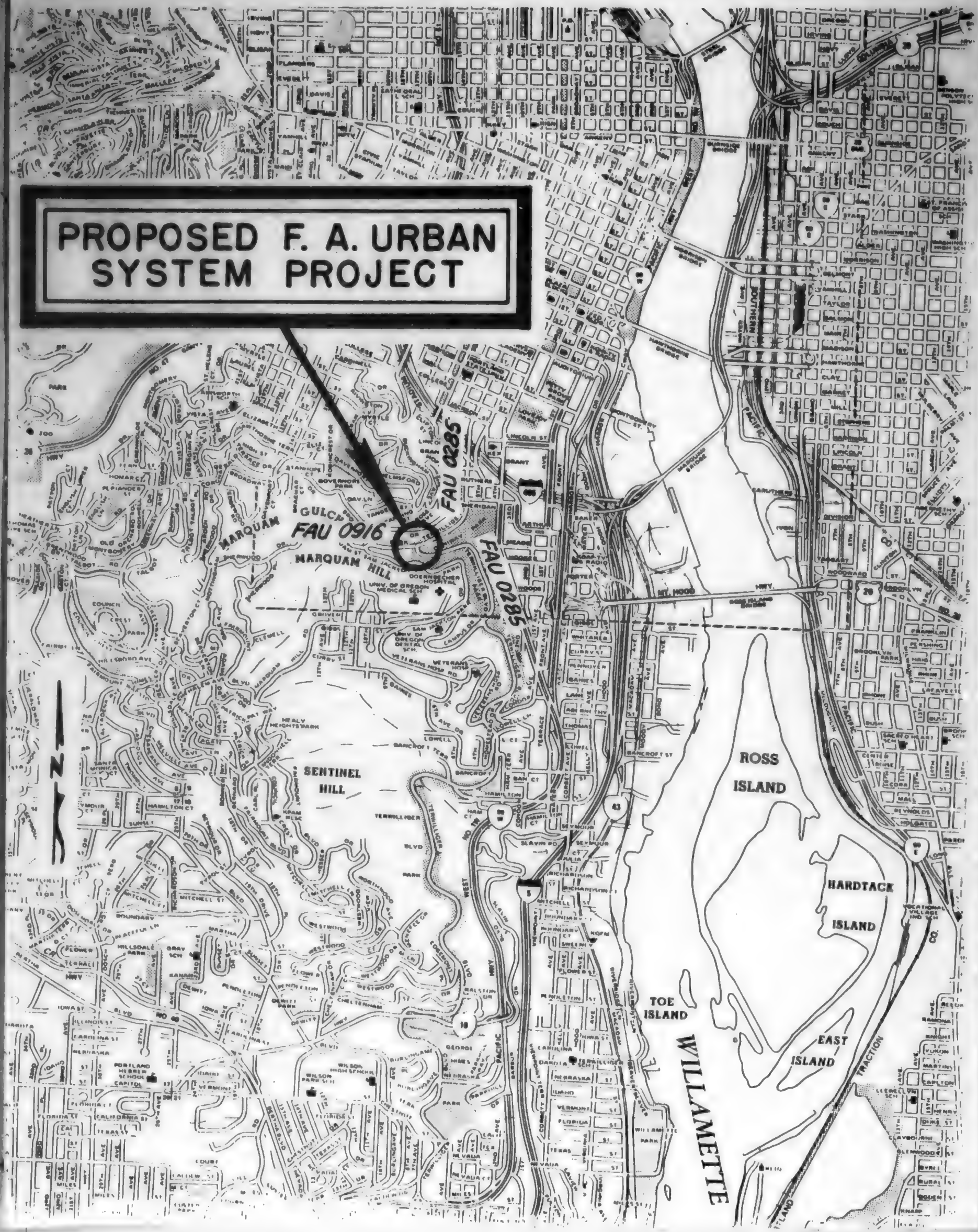
Provide necessary traffic signals.

Perform minor intersection channelization.

Perform necessary engineering.

76-b
2/10/76

PROPOSED F. A. URBAN SYSTEM PROJECT



CITY OF PORTLAND
Proposed Urban System Project

S. W. Vermont St. (FAU 0036) at S. W. 30th Avenue
Grading, Paving and Traffic Signals
$65,000

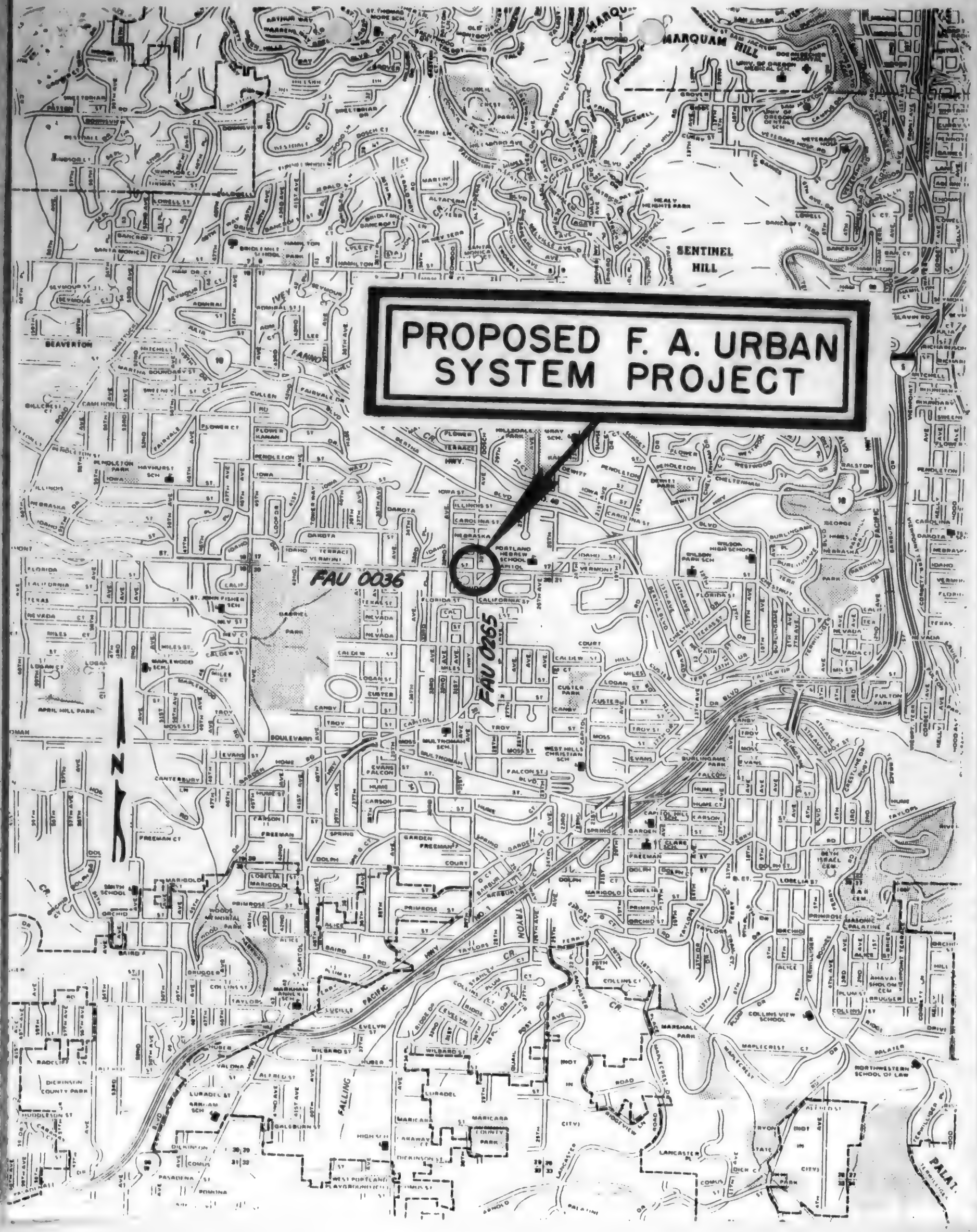
This project entails all the necessary work and costs to install traffic signals and widen S. W. Vermont St. to provide a left-turn pocket at the intersection of S. W. Vermont Street and S. W. 30th Avenue.

Provide necessary traffic signals.

Perform intersection widening and channelization.

Perform necessary engineering

76-b
2/10/76


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 0036
FAU 0265
MARQUAM HILL
SENTINEL HILL
BEAVERTON
N

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 13, 1976

FILE: PRO 4

FROM: JON ROSE
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: FEDERAL AID URBAN PROJECT REQUEST
Three Locations
City of Portland

Here is a request from the City of Portland for urban system funding on three signalization projects. Project No. 1 - S.W. Macadam Avenue at Pendleton Street is not eligible as neither street is on the Federal Aid Urban system. Projects Nos. 2 and 3 (S.W. 30th Avenue at Vermont Street and S.W. Terwilliger Blvd. at Sam Jackson Road) appear to be eligible and are forwarded for your review and processing. The City's request for Project No. 1 has been returned to Mr. Martini, along with a letter of explanation, a copy of which is attached.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
JAN 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT
JAN 14 76
REPLY TO:
FOR
Info | Investigate | R/D | Action ✓ | File | Letter

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

January 13, 1976

Mr. Mario Martini
Bureau of Traffic Engineering
420 S. W. Main
Portland, Oregon 97204

Re: Federal Aid Urban Project Request
Three Locations

Marty:

We have your request for three signal projects to be considered under the Federal Aid Urban System Program. Projects number 2 and 3 listed in your letter (30th Avenue at Vermont and Terwilliger Blvd. at Sam Jackson Road) appear eligible and these two requests are being forwarded for review and processing.

The project on Macadam Avenue at Pendleton Street cannot be funded under the Federal Aid Urban System since neither street is an Urban System highway. There is a provision under the law whereby limited funds may be transferred between programs and since Macadam Avenue is an urban extension of a primary highway this possibility exists.

Under terms of a City/State agreement covering a recent improvement to Macadam Avenue, the City is obligated to make this signal installation at Pendleton Street so it would be the City's responsibility to provide the entire local matching fund of approximately 22%. If the City desires to go ahead under these conditions, application should be made through CRAG requesting the Governor to seek the transfer of funds. I am returning your request for this one project and would ask that you advise us if you wish to pursue this type of funding.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
Enclosure
bc: George Hopkins
Bob Bothman

Form 81-734-3122

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4285

January 8, 1976.

~~OE~~	RE	RME	RCE (FAE)
TE	RECEIVED		RSM
UE	JAN 12 1976		RSC
SO	REGION 1		RBI
ENV			LOC

Mr. Jon Rose
Federal Aid Engineer
P. O. Box 02157
Portland, Oregon 97202

Dear Jon:

Attached are applications for Federal Aid Urban funding for the signalization of three intersections.

1. Southwest Macadam Avenue and Pendleton Street
2. Southwest 30th Avenue and Vermont Street
3. Southwest Terwilliger Boulevard and Sam Jackson Road

These locations are part of the City of Portland's transportation improvement program approved by Columbia Regional Association of Government.

If any other information is needed please call.

Sincerely,

M. J. Martini
Senior Engineer

MJM:gs
Enc. 3 Applications

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SUMMARY

APPLICANT AGENCY City of Portland
ROUTE NAME various FAU NO. various
PROJECT TITLE New traffic signals
PROJECT LENGTH N/A PROJECT LOCATION N/A
PROJECT DESCRIPTION Install new traffic signals from FY 75-76 through FY 79-80 at the rate of 6 to 10 per year. Average for past 5 years has been 13 per year. Selection is made on basis of warrants as specified in National Manual on Uniform Traffic Control Devices as approved by FHWA, Oregon Dept. of Transportation and Portland City Council. These are selected from a list of about 75 intersections that qualify.

APPLICANT'S ESTIMATE OF PROJECT COST

ROADWAY WORK	$ -
RIGHT OF WAY	-
TRAFFIC CONTROL	169,000
ILLUMINATION	-
STRUCTURES	-
RAILROAD	-
OTHER _____	-
PRELIMINARY ENGINEERING	-
TOTAL	$ 169,000

SCHEDULE AND FUNDING PLAN

	FY 76	FY__	FY__	FY__	FY__	TOTAL
TOTAL	$ 169,000					169,000
FHWA	$ 131,820					131,820
UMTA	$					
STATE	$ 18,590					18,590
LOCAL	$ 18,590					18,590
STATE BOND	$					
_____	$					

LOCATION:

N/A

8590

Copy to Environ. 1-15-76

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 9, 1976

A. PROJECT IDENTIFICATION

Name of Project INSTALLATION OF TRAFFIC SIGNAL
(Section)

Location of Project - S. W. VERMONT (Highway Name) FAU 0036 (Highway No., US - ORE)

PORTLAND (City) MULTNOMAH (County) METRO (Region)

Program FEDERAL AID URBAN (Funding) 67,300.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve vehicular and pedestrian crossing movements by providing a 3 phase fully actuated signal.

Origin and History: Requests for a traffic signal have been made by neighborhood and meets warrants for signalization as specified in National Manual on Uniform Traffic Control Devices

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length

Termini At intersection of S. W. 30th and S. W. Capitol Hwy. with S. W. Vermont

Alignment (new or existing) would use existing alignment, but would widen existing roadway

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 60' R/W

Typical Section

Bikeway

Structures

Additional Facilities

Access Control

Materials

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ADT) 7,000

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [x] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Continue existing stop controls

2. Install 4 way stop control with beacon

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Request for signal made by Neighborhood

Public Hearing(s) Schedule: [x] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies _____

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation _____

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) A varied land use is adjacent to this intersection. A cost home is located on the N. E. corner with varied businesses located along the S. E. corner. A residential community surrounds this area with a high use Jewish Community Center approximately 400' to the south.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

N/A

Consequences:

2. Estimated Changes in Traffic Patterns: Westbound to southbound Capitol Highway traffic would be required to make a left turn at 30th Ave. on a separate phase.

Consequences: Eliminates conflicting cross movements.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

Consequences: NONE

4. Expected Adverse Effects on Natural Ecological Resources:

Consequences: NONE

5. Expected Adverse Effects on Cultural and Scenic Resources:

Consequences: NONE

6. Preliminary Identification of Areas of Critical Environmental Concern:

NONE

7. Potential for Controversial Issues: Not aware of any.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans — Consistent

b. Noise Standards — Consistent

c. Water Quality Standards — N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

Copy to Environ. 1-15-76

8590

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 9, 1976

A. PROJECT IDENTIFICATION

Name of Project Installation of traffic signal
(Section)

Location of Project - S. W. Terwilliger (Highway Name) FAU 0285 (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro (Region)

Program (Funding) $25,860.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve vehicular and pedestrian crossing movements by providing a fully actuated signal

Origin and History: Ranks No. 5 on City of Portland's signal priority list and requests for a signal have been made by neighborhood

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length

Termini At intersection of Southwest Terwilliger Boulevard with Southwest Sam Jackson Park Road

Alignment (new or existing)

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Sixty feet

Typical Section

Bikeway

Structures

Additional Facilities

Access Control

Materials

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ADT) 13,500 UPD entering volume

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Continue existing operation

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Requests for a signal have been made by neighborhood

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type_____ Tentative Date(s)_____

A-95 Review: [ ] Not Required [ ] Required

Date Submitted_____ Date Received_____

Expected Coordination with Local, State and Federal Agencies_____

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation_____

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization	_____	☐ Systems Planning	_____
☐	Reconnaissance	_____	☐ Prel. Engineering	_____
☐	Field Location	_____	☐ Corridor Approval	_____
☐	Office Location	_____	☐ Design Approval	_____
☐	Field Prel. Design	_____	☐ Plans, Specifications and Estimates Approval	_____
☐	Office Prel. Design	_____		
☐	Final Design	_____		
☐	Contract Plans	_____		

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)_____

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)_____

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Consequences:

2. Estimated Changes in Traffic Patterns:

   Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

8590

45/75

Copy to Traffic 1-[illegible]-76

RECEIVED
COUNTY & CITY SECTION
JAN 15 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ RE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 9, 1976

Applicant Agency City of Portland
Federal Aid System Route No. FAU 0285 Route Name S. W. Terwilliger Boulevard
Project Name Installation of Traffic Signal

Project Length _____ Project Location (Attached sketch map)
Project Description Installation of traffic signal to provide phasing for vehicular and pedestrian cross movements.

Average Daily Traffic 13,500 Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30'-36' Travel Lanes two Shoulders ---
Medians None Parking _____
Sidewalks Pedestrian and bicycle path - south side.
Other _____

2. Desired Roadway Cross Section: (Attach sketch)

Width _____ Travel Lanes _____ Shoulders _____
Medians _____ Parking _____
Curbed _____ Length Curb Radii _____
Sidewalk/Bikeway _____
Other _____

$4,500

FOOTNOTES: _____

Description of Proposed Roadway Work _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? No Explain _____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Not applicable

4. Will applicant acquire right-of-way and have State review negotiations? Yes _____ No No

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes _____ No No

7. Is a public hearing necessary? No

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? _____ If so, explain No

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? _____
If so, explain _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None - T intersection with Southwest Sam Jackson Park Road stopping for Southwest Terwilliger Boulevard

2. Proposed Signalization:

Location At T intersection of Southwest Sam Jackson Park Road and Southwest Terwilliger Boulevard
Type Fully Actuated
Phases _____
Type of Suspension Span wire

Interconnected _____
Other _____

FOOTNOTES: _____

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: Existing street lighting

2. Proposed Illumination:

Location Existing street lighting
Type _____

V. STRUCTURE DATA Not applicable

1. Existing Structure:

Location _____
Type _____

Size _____
To Remain in Place? _____

2. Proposed Structure:

Location _____

Is a particular type of structure and design desired? _____

Approximate size of proposed structure _____

Are sidewalk/bikeways desired? _____

Are any utilities to be attached to structure?_____

FOOTNOTES: Not applicable

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

VI. RAILROAD DATA Not applicable

1. Are there any railroad crossings?_____ Location_____

Type of existing crossing_____
Existing crossing protection_____

Name of Railroad_____
Number of tracks: Mainline_____ Siding_____ Total_____
Angle of Intersection_____
Sight distance: (Direction)_____ Distance_____
(Direction)_____ Distance_____
Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

2. Will existing railroad crossing be altered?_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections _____

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No _____

Does the applicant desire to perform the project construction engineering?
Yes _____ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 4,500.00
Right-of-Way Costs (if participating)	
Traffic Control	21,360.00
Illumination	
Structures	
Railroad	
Other _____	
Preliminary Engineering 12%	3,140
	25,860.00
PROJECT TOTAL	$ 29,000

FOOTNOTES: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland and/or _____ County

By M. J. Martin

By Sr. Traffic Engineer

By _____

By _____

By _____

By _____

CONTRACT INSTALLATION 1/ 7/76

ESTIMATE FOR INSTALLATION OF

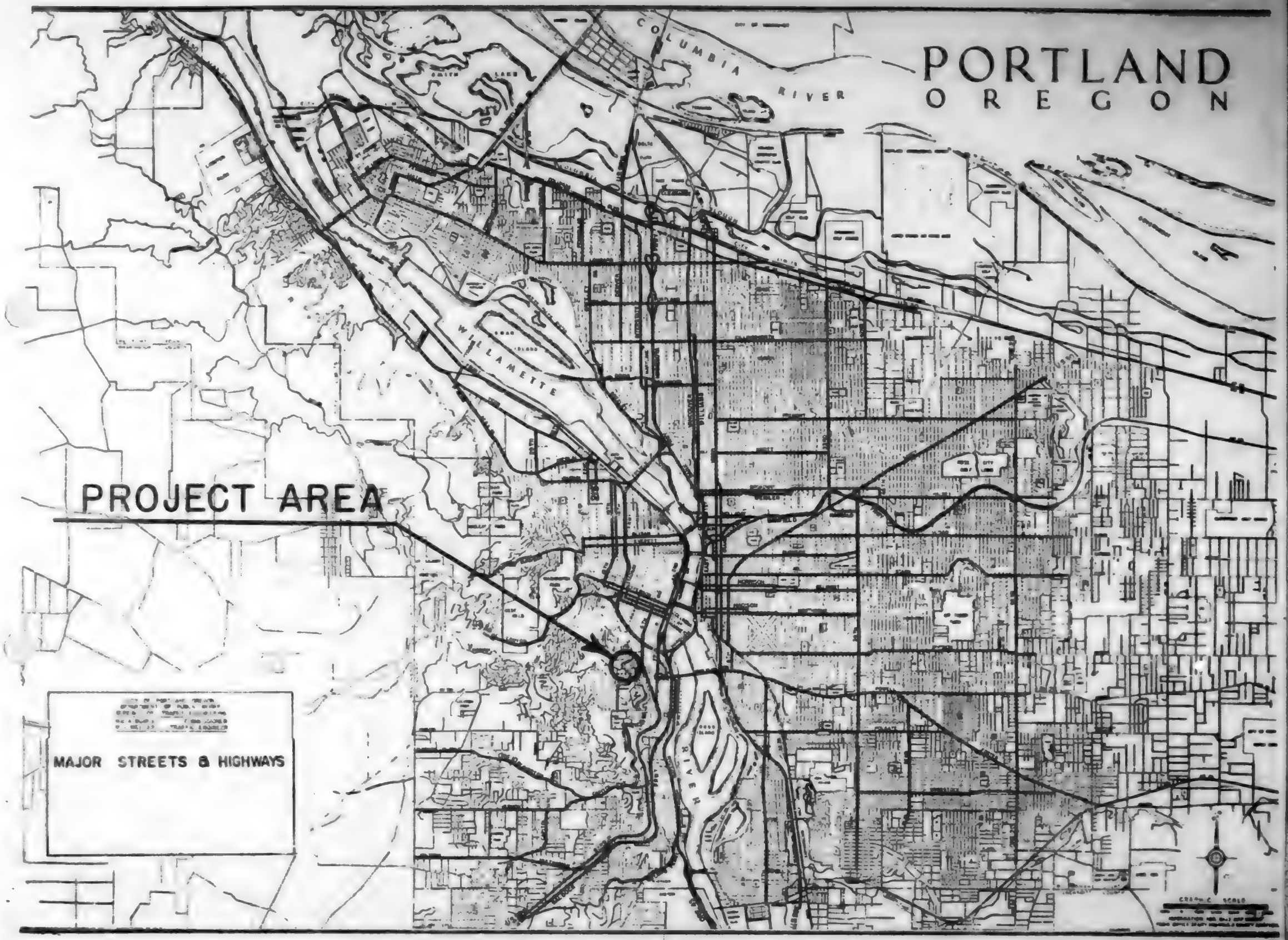
TRAFFIC CONTROL SIGNAL

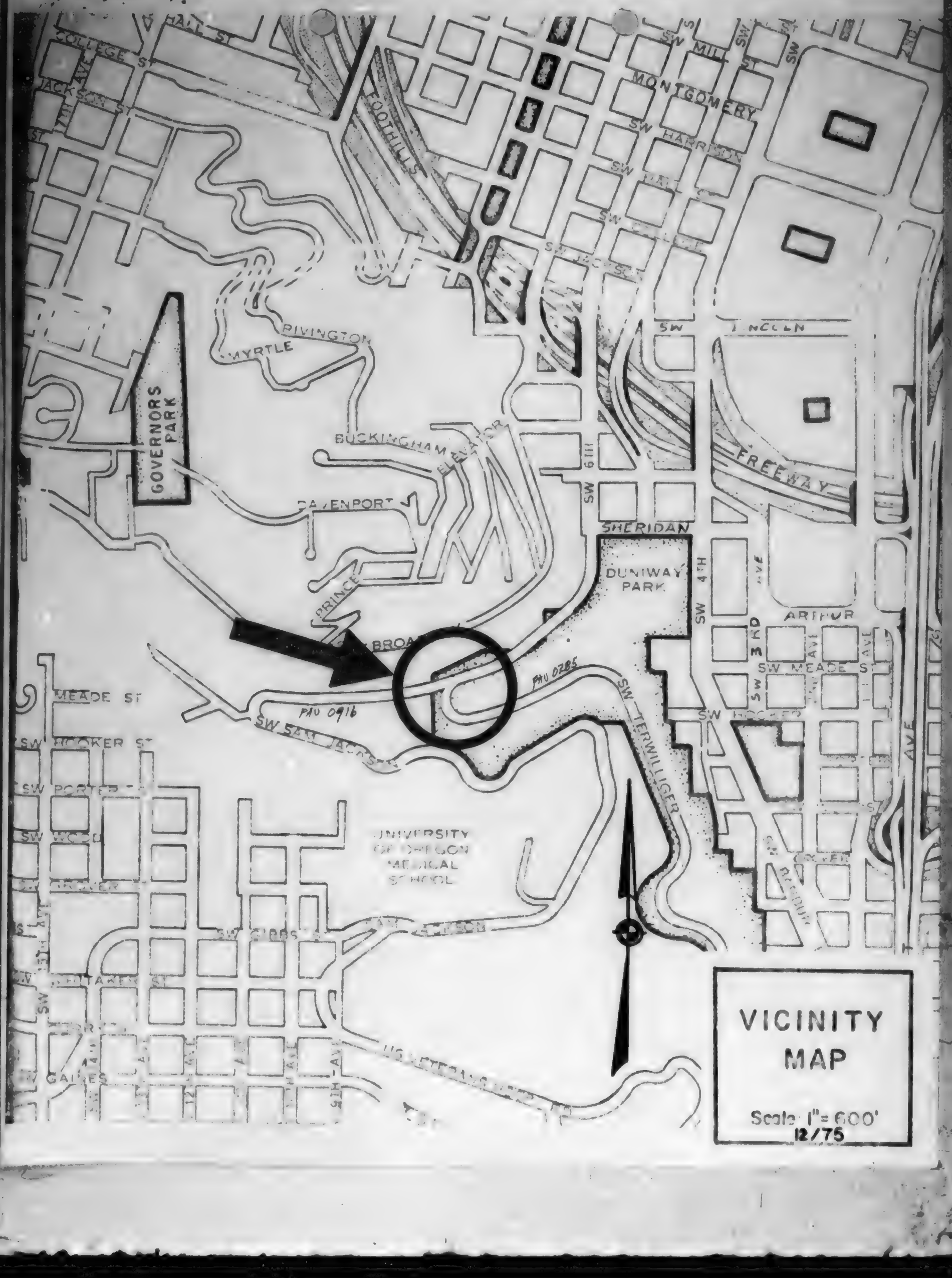
ON

SW TERWILLIGER AND SAM JACKSON PK

	LABOR + EQUIPMENT	MATERIAL
INSTALL 1-25 FT MAST ARM POLES	297.96	877.20
INSTALL 1 DUAL MAST ARM POLE	235.01	1517.99
SET 2-4 IN. PIPE POSTS	146.02	280.32
INSTALL 2-1 WAY PEDESTRIAN SIGNALS	181.27	223.79
INSTALL 2 PUSH BUTTONS AND SIGNS	55.38	80.07
INSTALL CONTROLLER	164.54	6944.53
INSTALL SERVICE EQUIPMENT	90.44	42.91
INSTALL 200 FT UNDERGROUND CONDUIT	1814.99	149.49
INSTALL 200 FT UNDERGROUND CABLING	151.24	92.39
CONCRETE SAW CUT OF 663 FT	501.39	153.15
INSTALL 3 DETECTOR AMPLIFIERS	166.15	577.49
INSTALL 2 VEHICLE SIGNAL HEADS 8- 8- 8	70.12	208.57
INSTALL 5 VEHICLE SIGNAL HEADS 8- 8-12	175.31	726.57
INSTALL 1 VEHICLE SIGNAL HEADS 8- 8-12-12	35.06	166.79
INSTALL 1 ILLUMINATED SIGNS	35.06	215.59
TOTAL MATERIAL		12256.92
TOTAL LABOR AND EQUIPMENT	4120.01	4120.01
TOTAL MATERIAL.LABOR AND EQUIPMENT		16376.94
+25 PERCENT OVERHEAD AND PROFIT		4094.23
TOTAL ESTIMATE FOR INSTALLATION		20471.18
ENGINEERING AND INSPECTION BY CITY		888.98
TOTAL ESTIMATE		21360.16

PORTLAND
OREGON





VICINITY MAP

Scale 1"= 600'

12/75

PARK

36'

RD.

37'

2' R

STOP

20'

(L) YIELD

R-50'

36

Park Bureau P/L

S. W.

37'

36'

RD.

Conc. Island

STOP

2' R

35'

26'

R-50'

YIELD

36'

S. W.

Park Bureau P/L

TERWILLIG

S. W. TERWILLIGER BLVD.

37'

Conc. Island

STR. STOP

36'

DUNIWAY

36'

S. W.

TERWILLIGER BLVD.

45175 8590

Copy to Traffic 1-15-76

RECEIVED
COUNTY & CITY SECTION
JAN 15 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 9, 1976

Applicant Agency City of Portland
Federal Aid System Route No. 0036 Route Name S. W. Vermont St.
Project Name Installation of Traffic Signal

Project Length _____ Project Location (Attached sketch map)
Project Description Installation of Traffic Signal along with roadway widening to provide left turn slot and actuation of vehicular and pedestrian movements.

Average Daily Traffic 7,000 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34' Travel Lanes 2 Lanes Shoulders 10'
Medians None Parking allowed on both sides
Sidewalks None
Other _____

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 4 Lanes Shoulders No
Medians No Parking None to be allowed
Curbed E. of 30th Length Curb Radii _____
Sidewalk/Bikeway _____
Other _____

FOOTNOTES: _____

Description of Proposed Roadway Work Widen existing 34' roadway to 44' allowing width for a left turn slot and transition to existing roadway. No additional right of way is necessary.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width _____ Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? No Explain existing right of way is adequate for proposed roadway work

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will applicant acquire right-of-way and have State review negotiations?
Yes _____ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes _____ No No

7. Is a public hearing necessary? _____
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain _____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Access to S. W. Vermont & S. W. Capitol is controlled by STOP signs

2. Proposed Signalization:

Location at intersection of S. W. 30th with S. W. Vermont St.
Type Fully Actuated
Phases 3 phase
Type of Suspension Span wire

Interconnected No
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? by City of Portland

4. Permanent Striping:

Include in project or by applicant? by City of Portland

IV. ILLUMINATION DATA

1. Present Illumination and Location:

2. Proposed Illumination:

Location None
Type

V. STRUCTURE DATA

1. Existing Structure:

Location NA
Type

Size
To Remain in Place?

2. Proposed Structure:

Location NA

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?_____

FOOTNOTES:_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

VI. RAILROAD DATA

1. Are there any railroad crossings? N/A Location_____

Type of existing crossing_____
Existing crossing protection_____

Name of Railroad_____
Number of tracks: Mainline_____ Siding_____ Total_____
Angle of Intersection_____
Sight distance: (Direction)_____ Distance_____
(Direction)_____ Distance_____
Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

2. Will existing railroad crossing be altered?_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections _____

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No _____

Does the applicant desire to perform the project construction engineering?
Yes _____ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 30,000.00
Right-of-Way Costs (if participating)	
Traffic Control	~~27,300.00~~ → 30,000
Illumination	
Structures	
Railroad	
Other _____	
Preliminary Engineering 10%	~~5,700.00~~ → 6,000
	~~57,300.00~~
PROJECT TOTAL	$ ~~63,000.00~~ → 66,000.00

FOOTNOTES: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

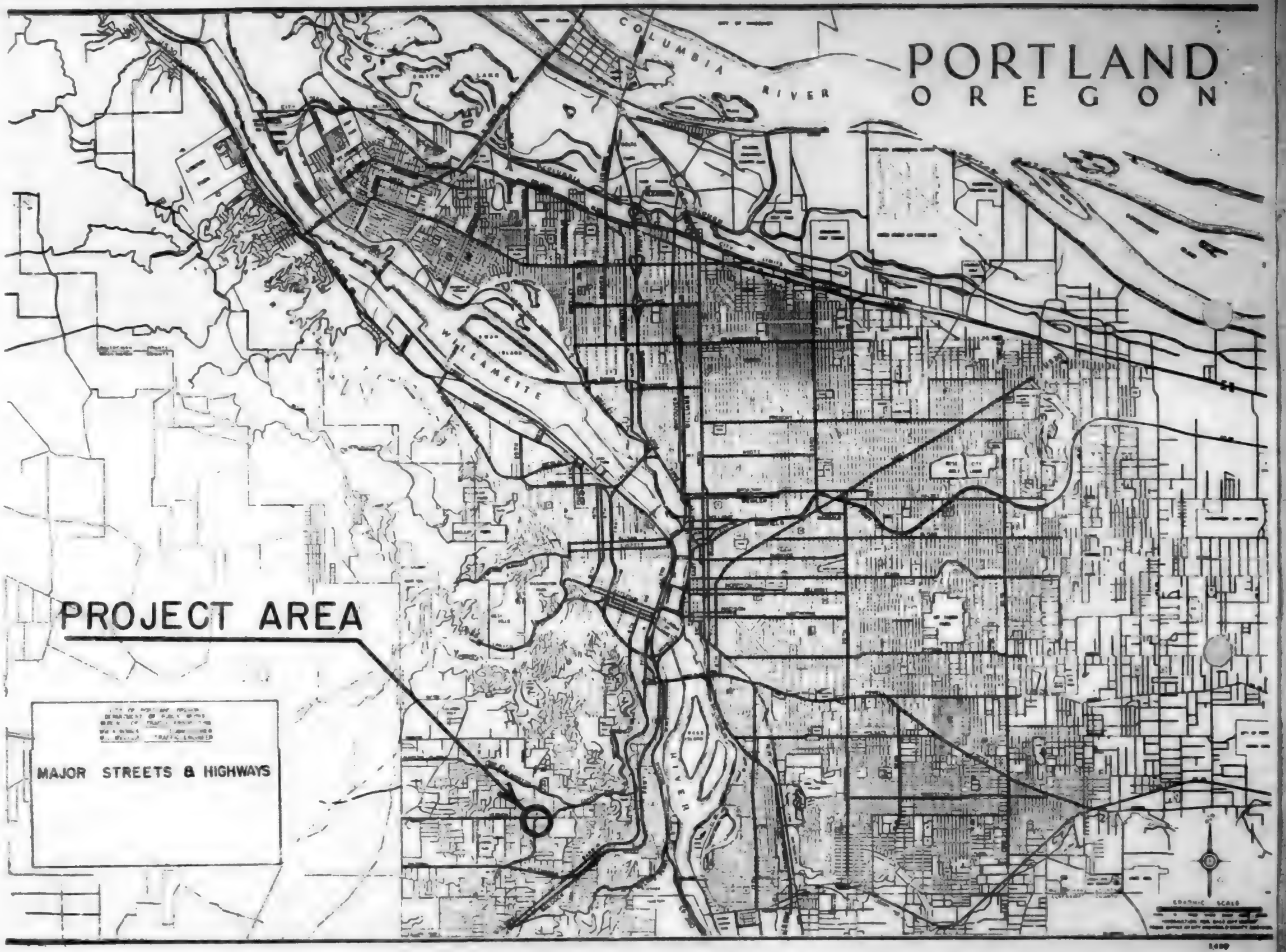
City of Portland and/or _____ County

By _____ By _____

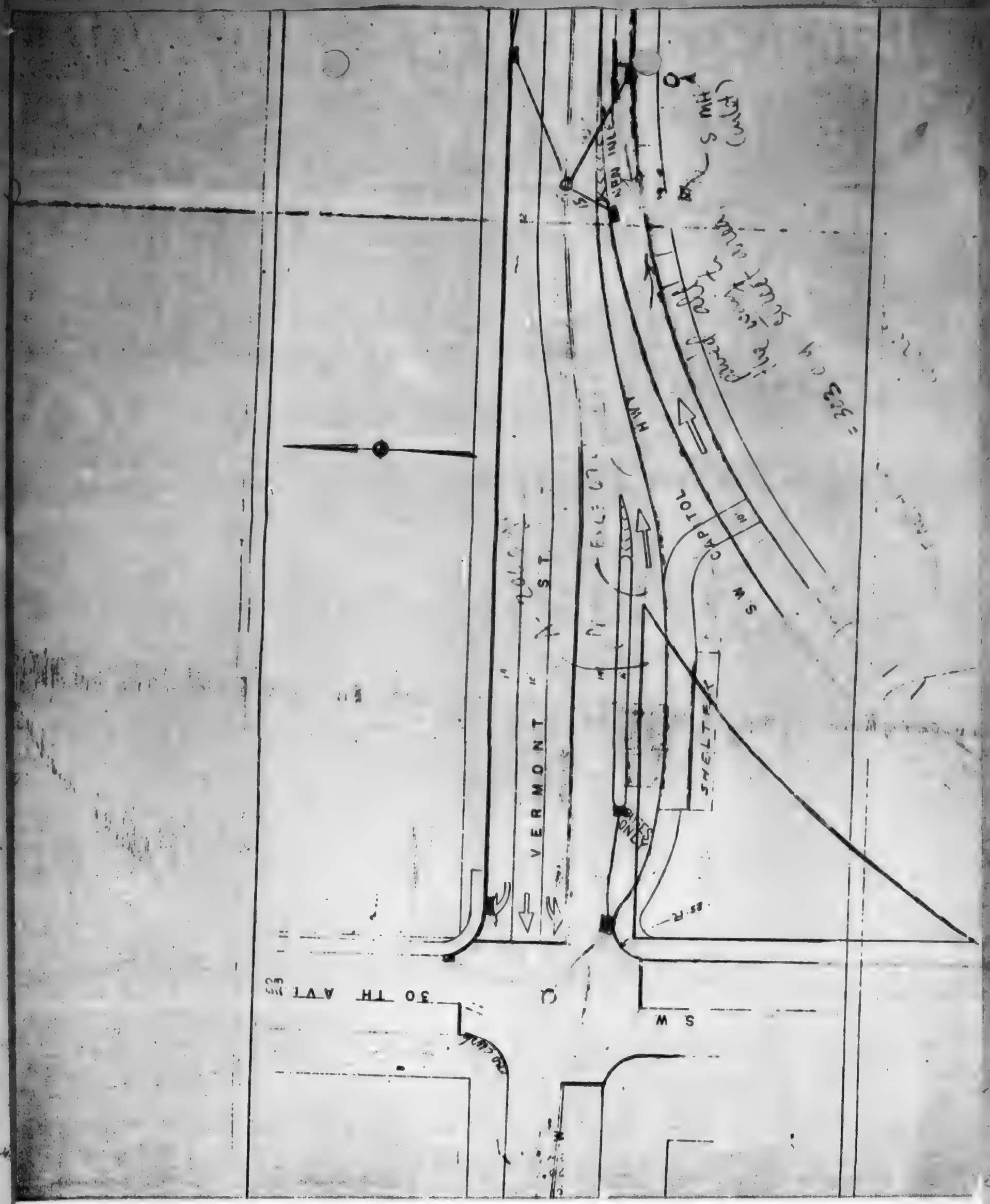
By _____ By _____

By _____

PORTLAND
OREGON



SW BOUNDARY ST
MARTHA TERR
POSCHDALE DR
FLOWER
TERR
BEAVERTON
LOWER CT
22ND CT
GRAY SCHOOL
PARK
SUNSET DR
MARTHA ST
SW KANAN ST
SW PENDLETON ST
23RD
SW DEWITT
SW IOWA
SW 18TH DR
PENDLE
SW IOWA ST
SW ILLINOIS ST
SW CAROLINA ST
SW DAKOTA
SW NEBRASKA
NEBRASKA ST
SW 25TH AVE
WILSON PARK PRIMARY SCHOOL
VERMONT
FAU 0036
CALIFORNIA ST
SW NEVADA CT
PARK SITE
34TH AVE
33RD AVE
32ND AVE
SW TROST ST
VICINITY MAP
Scale: 1"=600'
12/75


VERMONT
SHELTER
30 TH AVE
S W

CONTRACT INSTALLATION 10/27/74

ESTIMATE FOR INSTALLATION OF

TRAFFIC CONTROL SIGNAL

ON

S.W. 30TH AND S.W. VERMONT

		LABOR + EQUIPMENT	MATERIAL
SET 3-26 FT STEEL POLES		584.80	1232.69
INSTALL 4-2 POINT SIGNAL SPANS		175.31	37.18
INSTALL 4-2 WAY PEDESTRIAN SIGNALS		472.55	818.97
INSTALL 3 PUSH BUTTONS AND SIGNS		221.53	320.31
INSTALL 3 OVERHEAD JUNCTION BOXES		210.37	117.02
INSTALL 640 FT OVERHEAD CABLING		703.99	295.67
INSTALL CONTROLLER		164.54	6944.53
INSTALL SERVICE EQUIPMENT		90.44	42.91
INSTALL 480 FT UNDERGROUND CONDUIT		4355.99	193.19
INSTALL 480 FT UNDERGROUND CABLING		362.99	221.75
CONCRETE SAW CUT OF 690 FT		521.81	159.38
INSTALL 5 DETECTOR AMPLIFIERS		276.92	962.49
INSTALL 4 VEHICLE SIGNAL HEADS	8- 8- 8	140.24	417.15
INSTALL 4 VEHICLE SIGNAL HEADS	8- 8-12	140.24	581.25
INSTALL 1 VEHICLE SIGNAL HEADS	8-12-12	35.06	151.48
INSTALL 1 ILLUMINATED SIGNS		35.06	102.28
TOTAL MATERIAL			12650.34
TOTAL LABOR AND EQUIPMENT		8491.93	8491.93
TOTAL MATERIAL, LABOR AND EQUIPMENT			21150.28
+25 PERCENT OVERHEAD AND PROFIT			5287.57
TOTAL ESTIMATE FOR INSTALLATION			26437.84
ENGINEERING AND INSPECTION BY CITY			847.69
TOTAL ESTIMATE			27285.53

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
OFFICE OF CITY ENGINEER

PRELIMINARY ESTIMATE

STATEMENT of the various kinds of work required in the improvement of S.W. CAPITOL HWY FROM SW 25TH TO S.W. 30TH AVE

pursuant to Resolution No. _____. Bidders on this work must refer to Res. No. _____

ALL QUANTITIES ARE MORE OR LESS

	ITEMS OF WORK AND MATERIALS	TOTAL QUANTITIES			UNIT PRICE	TOTALS DOLLARS	TOTALS CENTS	
1								1
2	Excavation, Earth	656	Cu. Yds.		4.25	2 788		2
3			"					3
4	Excavation, Conc.; S.W.; Curb		"					4
5	" Trench		"					5
6	Embankment		Cu. Yds.					6
7								7
8								8
9	Concrete Sidewalk, Corners, Driveway Connections	1965	Sq. Ft.		1.10	2 165		9
10								10
11	Driveway, Concrete, 6" Thick	144	Sq. Yds.		10.00	1,440		11
12								12
13	Curb, Concrete (DOES NOT INCLUDED POSTED SIDEWALKS)	1570	Lin. Ft.		2.20	3,454		13
14								14
15								15
16								16
17	8-inch Concrete Pipe	115	Lin. Ft.		6.25	719		17
18								18
19	8-inch Corrugated Culvert Pipe		Lin. Ft.					19
20								20
21								21
22	Standard Sump		No. of					22
23								23
24								24
25	Catch Basins (Bottomless)		No. of					25
26	Inlets	2	"		[illegible]	[illegible]		26
27	Outlets		"					27
28	Moving Inlets RECONST. INLETS	2	"		[illegible]	200		28
29	Adjusting Manholes & Inlets		No. of					29
30	Crushed Rock 6 " Thick (¾"-0) +20%	345	Cu. Yds.		6.25	2 156		30
31								31
32								32
33	Asphalt Concrete, Class B, 3 " Thick	[illegible]	TONS		[illegible]	4 702		33
34	Asphalt Concrete, Class C, 2 " Thick	221	TONS		[illegible]	3 [illegible]		34
35	Skinpatch	5	TONS		20.00	100		35
36								36
37						[illegible]		37
38						22,338		38
39				+	15% CONTINGENCY	3351		39
40								40

* NOTE! THIS ESTIMATE DOES NOT INCLUDE CURBS, SIDEWALKS, OR DRIVEWAYS IN THE POSTED AREA ON THE SOUTH ½ OF S.W. CAPITOL HWY FROM ABOUT 600' WEST OF SW. 26TH AVE TO THE END OF EXISTING SIDEWALK NEAR SW 25TH & SW VERMONT. IT ALSO DOES NOT INCLUDE PAINTING OR SIGNALS NOR BENCHES AND COVER FOR BUS SHELTER.

SUBTOTAL $ 25,689
ENG'R FEE $ 2305
TOTAL $ 27,994
Add For inflation = $ 30,000

NOTE – All Materials will be paid for in place and all work and material will be computed by horizontal measurements.

8591 Johnson Creek-Ochoco St. 197
(Portland/Milwaukie) Sec. of
Pacific Hwy. E. (Paving)

#8591

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-828

STATE COPY

cc: H. S. Coulter
Washington, D.C. (HHO-32)

2-5-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-5-79	W. N. Bryant, Area Engineer	HHS-26(6)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-21-77	1-17-78	100 %	40 calendar days

APPROVED EXTENSIONS	LOCATION
None	SR 99E, 0.2 mile N. Clackamas County Line South 0.504 miles

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JOHNSON CREEK-OCHOCO STREET SECTION
PACIFIC HIGHWAY EAST
PAVING

This project provided for the construction of an asphalt concrete overlay. A contract in the amount of $29,054.00 was awarded Cascade Construction Co., Inc., Portland, Oregon, on August 30, 1977. Work began on October 4, 1977, and was completed in reasonably close conformance with approved plans and specifications on October 21, 1977, at a final cost of $32,582.40 which includes $28,452.40 for contract items, $400 for anticipated work, $830 for contingencies, and $2,900 for engineering. There were no major significant overruns or underruns.

RECEIVED
STATE HWY ENGR
FEB -7 '79
REFER TO Casey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
FEB 6 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner Field Operations Engineer	
TITLE Area Engineer	DATE 2-5-79	TITLE Field Operations Engineer	DATE 2-5-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8591

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 8, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8591

This project has been finalled. The $5,000.00 deposited in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8591

8

January 24, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On January 18, 1978, we wrote to you concerning release of final payment on Contract No. 8591 awarded to Cascade Construction Company, Inc., for paving on the Johnson Creek-Oaboco Street (Portland/Milwaukie) Section of the Pacific Highway East in Multnomah and Clackamas Counties.

The total contract amount is $28,782.40. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Roger, Bowes & Hunter, Inc.
200 Market Bldg.
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

12-6-77

8591

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IS-26(6)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Adminsitrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71550

COUNTY NAME: Multnomah & Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
8-3-77	11-3-77	Primary 26 / Primary 1E

GENERAL LOCATION:

"Johnson Creek-Ochoco St (Portland/Milwaukie) Section"

GENERAL DESCRIPTION OF WORK:

Furnish and Install no Parking Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED XXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-1-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 at a total estimated cost not to exceed $500, Federal Funds - $450.

NOTED
F. B. KLABOE
12-12

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-6-77	E J Holach	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8591

2

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Johnson Cr. - Ochoco St.		WEEK ENDING: November 12, 1977
		SECTION PREFIX: 026-1042
HIGHWAY: Pacific Hwy. East		COUNTY: Multnomah and Clackamas
NAME OF JOB: Johnson Cr. - Ochoco St.	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 8591	FEDERAL AID PROJECT NUMBER: HHS-26(6)
DATE OF CONTRACT: August 30, 1977	DATE WORK STARTED: October 4, 1977	ESTIMATED COMPLETION DATE: October 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 40	CALENDAR DAYS USED 40
PROJECT AUTHORIZATION: $ 33,724.83	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 30,779.43	ENGINEERING AUTHORIZATION $ 2,945.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 30,779.43	ENGINEERING COST TO DATE $ 2,200.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 75 %	DATE PROJECT WAS COMPLETED: October 21, 1977

Semi-final submitted Nov. 9, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100					100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35				0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35				0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	56				830
TOTAL QUANTITIES CORRECTED TO DATE	56				830
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	56				994
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6 ~~13~~	Cloudy	0		
MONDAY 7 ~~14~~	"	0		
TUESDAY 8 X	"	0		
WEDNESDAY 9 X	"	0		
THURSDAY 10	"	0		
FRIDAY 4	"	0		
SATURDAY 5	"	0		

Kessey
Bond
Jackmond
Hopkins
Johnson
Inloes

Richards
Glenn
Berg
Church
Gebauer
Widmer

NOV 14 1977

CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity
MONDAY 7	" "
TUESDAY 8	" "
WEDNESDAY 9	Submitted semi-final to Region office.
THURSDAY	
FRIDAY 4	No activity.
SATURDAY 5	" "

REMARKS

Job completed October 21, 1977.
Semi-final submitted to Region office Wednesday November 9, 1977
Final Report.

SIGNED J W Ta Manee LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8591

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8591

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	OREGON
10-41		County: Multnomah & Clackamas
	FEDERAL-AID PROJECT AGREEMENT	Project No.: HHS-26(6)
	10-18-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, 0.2 mi. N. of Clackamas Co. Line, 50.4 mi. (Portland-Milwaukie)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-15-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 37,424	$ 33,681

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E L Bentin

Technical Services Engineer
(Title)

By H E Bulla

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert W Gray
(Division Administrator)
For G. L. Green

Date executed by Division Administrator OCT 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, October 12, 1977

FEDERAL AID PROJECT
No. HHS-26(6)

Johnson Creek-Ochoco St. (Portland/Milwaukie) Section
Pacific Highway East
Multnomah and Clackamas Counties

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering			$ 3,700.00
Type Code Y008			
Channelization (Sta. 382+60 to Sta. 400+95)			
Mobilization	All Required		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required		600.00
Temporary Signs	168 sq. ft.	5.75	966.00
Temporary Plastic Safety Markers	9 only	108.00	972.00
Flagmen	240 hour	17.00	4,080.00
Sequential Arrow Sign	1 only	610.00	610.00
Removal of Structures and Obstructions	All Required		335.00
General Excavation	56 cu. yd.	14.50	812.00
Class "B" or Class "C" Asphalt Concrete	830 ton	17.50	14,525.00
12-inch Sewer Pipe	36 lin. ft.	11.50	414.00
Extra for Pipe Under Pavement	30 lin. ft.	6.00	180.00
Concrete Inlets, Type G-1	2 only	330.00	660.00
Concrete Curbs	440 lin. ft.	4.50	1,980.00
Adjusting Manholes	1 only	115.00	115.00
Ajusting Inlets	7 only	115.00	805.00
			$29,054.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 400.00
	Subtotal		$29,454.00
	Engineering		4,270.00
	TOTAL		$33,724.00

Length of Project . . . . . 0.00 mile

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,700	$ 3,330	$ 370
Channelization	33,724	30,351	3,373
TOTAL	$37,424	$33,681	$3,743

Group 1 - 100%
Contract No. 8591
Prefix Nos. 26-1042 and 26-1918

#8591 10-3-77

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-26(6)

STATE PROJECT NO.
See Below

COUNTY NAME
Clackamas/Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71550

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	10-~~3~~-77	Primary 26	Primary 1E

GENERAL LOCATION:

"Johnson Cr - Ochoco St (Portland/Milwaukie) Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
City of Portland - Bureau of Water Works
TEC NTE $493 - F.F. $443

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-28-77 letter you are authorized to proceed with the actual adjustment for the City of Portland - Bureau of Water Works Valve boxes on an actual cost basis.

I approve the agreement with the Bureau of Water Works consisting of your relocation letter of 7-28-77, the Bureau's letter of 9-14-77, and the plans and estimate furnished by Mr. Swan's 9-28-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-Aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-3-77	V. V. Cooper	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8591

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 28, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facility Adjustment
Bureau of Water Works, City
of Portland
Johnson Cr.-Ochoco St. (Portland-
Milwaukie) Section
Pacific Highway East
Multnomah & Clackamas Counties
Project No. HHS-26(6)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Bureau of Water Work's facilities dated September 14, 1977, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the Bureau's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated July 29, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities and has been provided for in the attached estimate.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 28 '77
REFER TO
FOR
Info | Level | R/D | Work | Plan | Act | File

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $493.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure
cc: E. S. Hunter
Robert Church
Jack M. Cartwright
Ted Inloes

8591

8

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8591

8-3-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-26(6)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71550

COUNTY NAME: Clackamas/Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
info | inves | R/D | D/R | Sign | Act | file

orig to Maintenance

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-3-77	Primary 26	Primary 1E

GENERAL LOCATION:

"Johnson Creek - Ochoco Street Section"

GENERAL DESCRIPTION OF WORK:

Withdraw Authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) withdraw authorization

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My authorization to proceed with State Forces under SFO #1 effective 3-15-77 for the subject project is hereby withdrawn. The work necessary for this project will be by competative bid as per Mr. Swan's letter of 8-1-77.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

8591

8-3-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-26(6)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71550

COUNTY NAME: Clackamas/Mult

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Primary 26	Primary IE

GENERAL LOCATION:

"Johnson Creek-Ochoco St. (Portland/Milwaukie)Section"

GENERAL DESCRIPTION OF WORK:

Channelization - (Code Y008 - Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping(SF) $400

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $50,150-Federal Funds $45,135.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

8591

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

3-15-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-2[illegible]6)

STATE PROJECT NO.
See below

COUNTY NAME
Clackamas/Washington

PROGRAM NO.

ITEM NO.
71550

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77

REFER TO
Rulien
FOR

info	Invest	R/D	D/R	Sign	Ack	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-15-77	3-15-77	Primary 26	Primary 1E

GENERAL LOCATION:
"Johnson Creek-Ochoco Street Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and channelization by State forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including utility preparatory work, TEC $1,000 - FF $900.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-8-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable.

As requested in Mr. Rulien's 3-8-77 letter, you are authorized to proceed with the necessary work estimated to be $38,500 - FF $34,650.

PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-15-77	[signature]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81.734.3030

8591

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 13, 1977

FILE: PRO

FROM: EDWARD L. HARDT
Regional Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: JOHNSON CREEK BLVD.-OCHOCO ST. SECTION
PACIFIC HIGHWAY EAST
TITLE II LEFT-TURN REFUGE
HHS-26(6)
For Bids July 28 '77

The subject project was originally programmed to be done by State forces. The work to be done includes building up the shoulders, some curb and drainage work, machine patching and overlay, and striping.

Upon close analysis we find that the State maintenance crews are not presently equipped to handle this overlay and that it could better be done by outside contract. Therefore, we propose to reprogram the project with the FHWA so that the shoulder, drainage, curb, and striping work would be done by State forces at an estimated cost of $4,000 and the patching and overlay work to be done by contract ~~through General Services~~ at an estimated cost of $31,000.

We would appreciate having expedited service for this reprograming and would appreciate telephone notice when we can proceed.

1 Vanstee
2 Olson
copy [illegible]
copy Scott
Copy Swenson
Copy Savage
[illegible]

ELH/cr
cc Dorland Swan
Maury Payne
Jon Rose

RECEIVED
MAY 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
D. E. SWAN

BEN GIFFORD

[illegible]

[illegible]
MAY 13 '77
REFER TO
[illegible]

8591

8

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 1, 1977

FROM: for E. W. Ruffen
Program Management Engineer

SUBJECT: ~~PROJECT/ASSESSMENT~~
STATEWIDE ASSESSMENT DETERMINATION
Overlay & Restriping
Johnson Creek Br.-Ochoco St.
Pacific Highway East
Multnomah-Clackamas Counties

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 2-3-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
RegionMetro: R. N. Bothman
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
FEB 1 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1307

8591

Form FHWA 181 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 25, 1977

In reply refer to: 1041A.1

SUBJECT: Project Assessment
Oregon Project HHS-26(-)
Johnson Creek Br.-Ochoco St.
Pacific Highway East
Multnomah-Clackamas Counties

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 14, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for William L. Kappus
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
Rulien
FOR
Engr. R.D. D/R Supv. Asst. Asst.

8591

8

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 12, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Overlay & Restriping
Johnson Creek Br.-Ochoco St.
Pacific Highway East
Multnomah/Clackamas Counties
Statewide Assessment Determination

This project, estimated to cost $35,000, would overlay and restripe the highway section to provide a continuous left-turn lane and four travel lanes. Left-turning vehicles presently block traffic in the inside lanes since the existing four lane highway has no left turn lane.

Average daily traffic volume for the section is 37,000 vehicles per day. Accident rates have averaged approximately eight accidents per million vehicle miles with most occurrences involving rear-end, angle and turning collisions (see attached diagrams). Addition of the turning lane is likely to reduce the hazards caused by left turns in the section.

Land use along the entire section is strip commercial and manufacturing. A Portland Traction Company overpass is located just north of Ochoco Street.

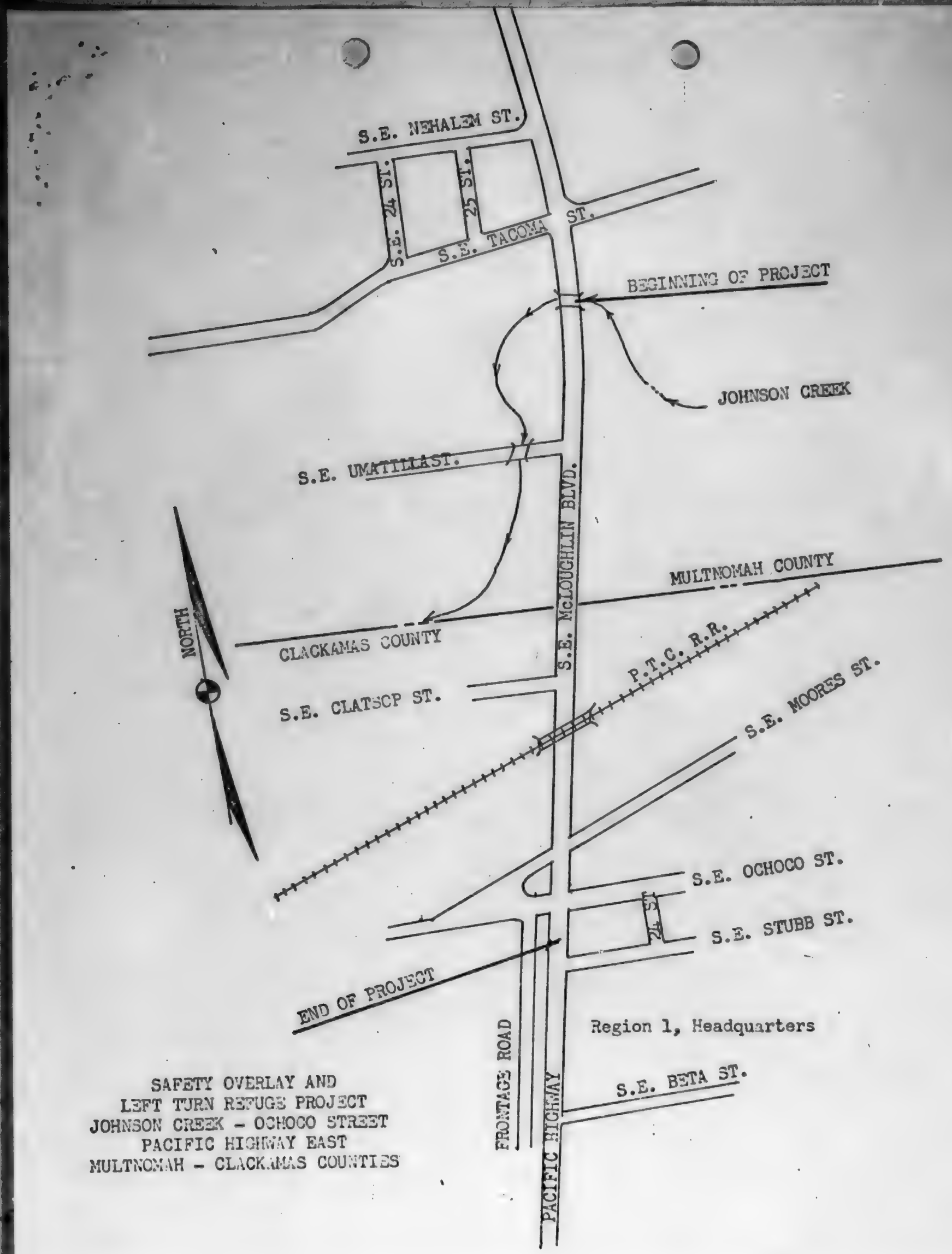
The project will not require any new right-of-way or have any other significant adverse environmental effects. Safety and convenience will be improved without changing traffic patterns. On-street parking will be eliminated in order to add ~~the turning lane~~. All businesses along the section have off-street parking available.

This project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies this project as non-major.

GAP:ss

cc: E. S. Hunter
Bob Bothman
Craig Markham

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
FOR
D/R
Sign
Act
File



SAFETY OVERLAY AND
LEFT TURN REFUGE PROJECT
JOHNSON CREEK - OCHOCO STREET
PACIFIC HIGHWAY EAST
MULTNOMAH - CLACKAMAS COUNTIES

8592 Rosewood Drive-Will. R. Br. 1971
(Salem) Sec. of Willamina-Salem
Hwy. in West Salem (Paving)

#8592

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

2-28-80

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Polk	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-28-80	Bill Kappus, Area Engineer	TQF-47(5)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-27-78	1-22-79	$\frac{82}{60}$ = 136 %	60 CWD

APPROVED EXTENSIONS	LOCATION
1.5 CWD	On the Willamina - Salem Highway immediately west of the Willamette River Bridge at Salem, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROSEWOOD DR NW - WILLAMETTE RIVER BR (SALEM)
WILLAMINA-SALEM HIGHWAY
Paving

This project provided for the paving of a four-lane divided highway with 8 and 10 foot shoulders. Included in the project were two 750' test sections of fabric reinforcement.

The final cost of the completed project underran the original estimate by approximately 5%.

A final inspection of the completed project was made August 2, 1978. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 6 '80

3/6 cf

REFER TO Keaseff
FOR

Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer	
W. K. Kappus			G. K. Hossner		
TITLE		DATE	TITLE		DATE
Area Engineer		2-28-80	Field Operations Engineer		2-28-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8592

May 9, 1979

Safeco Insurance Co.
1500 S. W. 1st Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $2,374.88 will be made to Salem Road and Driveway Company on Contract No. 8592 for paving the Rosewood Drive N.W.-Willamette River Bridge (Salem) Section of the Willamina-Salem Highway in Polk County as soon as the warrant is prepared.

The total amount paid on this contract will be $226,991.79 including the post-final payment. Of the total $2,374.88 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

cc Salem Road and Driveway Co.
P. O. Box 603
Salem, OR 97308

C. T. Keasey
Walt Hart
C. O. Fredrickson

8592

9

FORM 81-734-30

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 13, 1979

FILE: CUN 5 -[illegible]

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

NOTED
H.S.COULTER

SUBJECT: Rosewood Dr. N.W.-Willamette River Bridge (Salem)
FAP No. TQF-47(5)
Contract No. 8592
Recomputed Price Adjustment for Non-Spec. Class "C" & "E" A.C. Mixtures

The price adjustments for non-spec. Class "C" and Class "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	P.A. #8	Recomputed Amount
#11 - Class "C" Mixture in Level and Base	$696.53	$696.53
#12 - Class "E" A.C. Mix	-	In substantial conformance

There were no differences between the amounts assessed the contractor and the recomputed amounts. No monies are to be credited to the contract on a nonparticipating basis.

MDG:fr

cc: H. S. Coulter
FHWA/Att.
Ted Litchfield
Loren Weber
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
MAR 14 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8592

January 25, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On January 24 we wrote to you concerning release of final payment on Contract No. 8592 awarded to Salem Road & Driveway Co. for paving on the Rosewood Drive N.W.-Willamette River Bridge (Salem) Section of the Willamina-Salem Highway in Polk County.

Final payment on this contract is $10,787.27 and the total contract amount is $224,161.91. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8592

1-P

OREGON STATE HIGHWAY DIVISION

Adjustment
~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Rosewood Dr. NW - Willamette River Bridge Date October 16, 19 78

Highway Willamina - Salem Contract No. 8592

County Polk Prefix 27-1084

Contractor Salem Road & Driveway F. A. Project No. TQF 47(5)

Address P.O. Box 603 Salem, Oregon 97308 Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Price Reduction
~~Penalty Assessment~~ for nonspecification A.C. Mixture.

Locations by station numbers: Entire Project

Names of pay items, estimated quantities and agreed prices:

B.I. # 11 Class 'C' mix in Level Course	56.51 tons @ $9.66 =	$	545.89
~~B.I. # 13 Asphalt in Mixture~~	1.99 tons @ 75.70 =		150.64
TOTAL		$	-696.53 - L.S.

Specifications, basis of measurement and other provisions: Price Reduction
~~Penalty~~ for nonspecification materials incorporate into the project as per 105.03 of the standard specifications.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization	$ 275,546.68
Present estimate of project cost, including $ -696.53 for work under this order	$ 260,102.02
Expected under-run (amount)	$ 15,444.66
Expected under-run (per cent)	5.6%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer Reg 2

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

3/12/79 Approval Recommended [signature]

Signed Contractor

Approved: D. B. Jackmond For Construction Engineer

2-12-79

Dec 11-79

5

S.P. 6870B-736

8592

FORM 01-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rosewood Dr. NW - Willamette River Bridge		WEEK ENDING: 09/30/78
		SECTION PREFIX: 27-1084
HIGHWAY: Willamina - Salem		COUNTY: Polk
NAME OF JOB: Same as Section	KIND OF WORK: Paving	
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 8592	FEDERAL AID PROJECT NUMBER: TQF 47 (5)
DATE OF CONTRACT: 8/30/77	DATE WORK STARTED: 9/21/77	ESTIMATED COMPLETION DATE: --------
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 82
PROJECT AUTHORIZATION: $ 275,546.68	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 137
EXCLUSIVE OF ENGINEERING: $ 253,697.16	ENGINEERING AUTHORIZATION $ 21,849.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 233,013.25	ENGINEERING COST TO DATE $ 25,629.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.8 %	PERCENT OF AUTHORIZATION 117 %	DATE PROJECT WAS COMPLETED: 7/27/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				1.7	1.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED				1.7	1.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)				70	11,000
TOTAL QUANTITIES CORRECTED TO DATE				35	10,500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				35	10,500
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 3 1978
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi Final has been taken to Region thus this is the last report for this project.

RECEIVED

Allen H. Mickey, Office Engr.

SIGNED For Loren A. Weber LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8592 10-25-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
FOF-47(5)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
72102

COUNTY NAME
Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	9-16-77	Primary 47	Primary 30

GENERAL LOCATION:

"Rosewood Drive NW. - Willamette River Br"

GENERAL DESCRIPTION OF WORK:

Install guardrail elements at bridge ends to act as retaining wall by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XX XXXXX~~ ~~PXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-10-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 1 at a total estimated cost not to exceed $1,800 Federal Funds $1,530.

NOTED
F. B. KLAB

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—626-787

8592

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-18-77	State OREGON County POLK Project No. TQF-47(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, Rosewood Dr. to Willamette River (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	1.634
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 270,666	$ 232,231

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Hamilton

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For G. L. Green

Date executed by Division Administrator OCT 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, October 12, 1977

FEDERAL AID PROJECT
No. TQF-47(5)

Rosewood Drive N.W.-Willamette River Bridge (Salem)
Willamina-Salem Highway
Polk County

Project Agreement Estimate

Type Code 6201
Roadway (St. 127+00 thru EQ LW 1339+86.77=LW 76+42.29 to Sta. LW 58+00)

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	350 sq. ft.	8.00	2,800.00
Temporary Barricades	7 each	85.00	595.00
Temporary Plastic Safety Markers	7 each	60.00	420.00
Flagmen	800 hour	18.45	14,760.00
Clearing and Grubbing	All Required		200.00
Removal of Structures and Obstructions	All Required		1,050.00
Embankment in Place	100 cu. yd.	10.00	1,000.00
Aggregate Shoulders	450 ton	8.00	3,600.00
Class "C" Asphalt Concrete in Leveling and Base Course	5,500 ton	9.66	53,130.00
Class "E" Asphalt Concrete Mixture	5,500 ton	9.66	53,130.00
Asphalt Cement in Mixture	750 ton	75.70	56,775.00
Portland Cement or Lime Additive * in Class "E" Mixture	55 ton	65.20	3,586.00
*Reinforcing Fabric	2,085 sq. ft.	1.40	2,919.00
AR-4000 Asphalt	2 ton	275.00	550.00
Asphalt in Tack Coat	18 ton	165.00	2,970.00
Aggregate in Seal Coat	120 ton	16.30	1,956.00
Asphalt in Seal Coat	70 ton	150.00	10,500.00
Guardrail, Type 2A	900 lin. ft.	8.47	7,623.00
Guardrail, Type 3	100 lin. ft.	15.40	1,540.00
Guardrail Anchors, Type 1	5 each	165.00	825.00
Guardrail Anchors, Type 2	4 each	275.00	1,100.00
Extra for Guardrail Bridge Connections	10 each	203.50	2,035.00
Rail End Pieces, Type A	3 each	22.00	66.00
Rail End Pieces, Type C	5 each	93.50	467.50
Raise Median Barrier	1,530 lin ft.	1.43	2,187.90
Concrete Curbs	100 lin. ft.	5.00	500.00
Delineators	30 each	15.40	462.00
Adjusting Inlets	1 each	225.00	225.00
			$236,972.40

*Note: Experimental Items.

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Temporary Pavement Striping (S.F.)	All Required	$ 1,500.00
		$ 1,500.00
	Subtotal	$238,472.40
	Engineering	32,193.60
	TOTAL	$270,666.00

Length of Project . . . . . 1.634 miles
Cost of Roadway Per Mile $165.646.26

Work Retained in Program Status
(not included in amounts below)

Install Guardrail Elements at:

Bridge Ends (S.F.)	All Required	$ 1,800.00
Clean and Seal Pavement Cracks	All Required	1,000.00
Restore Landscaping	All Required	500.00

Federal Funds (85.8%)	$232,231
State Funds	38,435
TOTAL	$270,666

Group 1 - 100%
Contract No. 8592
Prefix 27-1084

ROSEWOOD DRIVE N.W. - WILLAMETTE RIVER BRIDGE (SALEM)
Nonparticipating-State Work

State Responsibility for Damages	All Required	$1,000.00

#8592

FORM E-301

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1977

TO Richard Unrein
Special Programs Manager

FROM John C. Jenkins
Engineer of Materials & Research
By Gordon
Gordon Beecroft
Research Engineer

SUBJECT HPR Proposal "Category II Experimental Study Reporting and Evaluation"

In the work plan for the evaluation of the use of Petromat fabric to control the reflective cracking on the Rosewood Drive N.W. - Willamette River Bridge project, I proposed to use HPR administrative funds for the post construction evaluation. As the attached letter indicates, FHWA objects to funding evaluations from an overhead prefix. Instead, they suggest that we include a continuing project in the work plan for the purpose of evaluating and reporting on experimental features projects. The attached proposal is for that purpose. They suggest it be set up as a regular Type B HPR study.

The amount to budget for this purpose is quite uncertain. I put down $2,000 thinking it might be about right for a typical year. For the remainder of this fiscal year, we will probably need around $1,000.

If it is feasible to do so, I suggest you request a transfer of $1,000 from prefix 5142-18 "Repair of and Protection Against Chloride-Caused Deterioration of Bridge Members" to fund the experimental features evaluations without an increase in the total HPR research budget.

Since I don't know the procedure, will you write the appropriate letter of transmittal to send with the research proposal? Please send copies to Mr. Hunter and me.

GB:lt

cc: E. S. Hunter w/proposal
J. C. Jenkins w/proposal

RECEIVED
TECHNICAL SERVICES
OCT 19 '77
REFER TO
FOR
Info | Inve | R/D | S/R | Imp | Act | File

NOTED
E. S. HUNTER

A Proposal for Research

CATEGORY II EXPERIMENTAL STUDY REPORTING AND EVALUATION

Organization Reporting Research

Oregon Department of Transportation
Salem, Oregon 97310

Principal Investigator

Gordon Beecroft
Research Engineer

Engineering Laboratories
2950 State Street
Salem, Oregon 97310

HP&R Study Proposal

I. Title: Category II Experimental Study Reporting and Evaluation

II. Purpose: To assure evaluation and reporting of the results of Category II experimental construction. The evaluation of experimental features items usually extends beyond the time at which the contract is completed and the construction prefix is closed. This research proposal would provide a small, continuing fund for evaluation of a variety of experimental features items.

III. Scope: Depending upon the nature of the individual studies, this effort could include:

A. Preparation of experimental study proposal.
B. Report of the initial tests associated with installation and construction after these have been completed.
C. Periodic evaluation of experimental construction after completion for not to exceed ten years.
D. Final evaluation and report after it becomes evident that development of additional information of value is unlikely.

IV. Statement of Work: A description of the proposed procedure for evaluation and reporting of an experimental study will be submitted with each new study. It will describe the techniques and personnel to be used, cost and approximate time schedule for the effort.

V. Cost: $2,000. This is the estimated annual cost for inspections, evaluation, and preparation of interim and final reports on experimental features projects.

VI. Reporting: An annual report summarizing activities on individual projects accomplished under this line item will be prepared. This will accompany the annual work program.

#8592 10-13-77

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TOP 47(5)

STATE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 72102

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-13-77	Primary 47	Primary 30

GENERAL LOCATION:
"Rosewood Drive NW. - Willamette River Br"

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 10-13-77, I approve the program change to extend the limits of the project westerly to station 1264 + 50 a distance of 0.14 miles, and to include pavement overlay on the eastbound lanes.

NOTED
F. B. KLABOE
Swan
11-4-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-13-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8592

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 7, 1977

In reply refer to: HRT-OR/430.2

SUBJECT: Oregon Project TQF-47(5)
Rosewood Drive NW-Willamette River Bridge (Salem)
Category II Experimental Project

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

Mr. Hunter's letter of August 3, 1977 proposed a Category II experimental project involving fabric reinforcement of flexible pavement. Also included was a work plan and an estimate for the work.

The proposed experimental project and work plan are approved. We do, however, have reservations about funding post-construction costs with an HPR Administrative Prefix.

A better way to cover post-construction costs, we believe, would be to set up a regular Type B HPR study. Such a study could be called "Category II Experimental Study Reporting and Evaluation". Individual study evaluations would then be handled as sub-items such as sub-items are handled when an implementation item is programed. A sample format which may be used for such programing is attached. This would take the place of the usual prospectus and detail work plan required for R&D studies.

for G. L. Green

Attachment

cc:
OSHD (G Beecroft)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 8 '77
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FOR

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			X			

cc Verstag
Mackenzie
Kenyon

Sample Format for HP&R Programing of Reporting and Evaluation of Category II Experimental Studies

1. TITLE -- Category II Experimental Study Reporting and Evaluation.

2. PURPOSE -- To assure evaluation and reporting of the results of Category II experimental construction.

3. SCOPE -- Depending upon the nature of the individual experimental studies, this effort could include:

   a. Preparation of experimental study proposal.

   b. Report of the initial tests associated with installation and construction after these have been completed.

   c. Periodic evaluation of experimental construction after completion for not to exceed 8 years.

   d. Final evaluation and report after it becomes evident that development of additional information of value is unlikely.

4. STATEMENT OF WORK -- A description of the proposed procedures for evaluation and reporting of an experimental study will be submitted with each new study. It will describe the techniques and personnel to be used, cost and approximate time schedule for the effort.

5. COST -- Total cost proposed for this line item for entire fiscal year.

6. REPORTING -- An annual report summarizing individual efforts and accomplishments under this line item will be prepared. This will accompany the annual work program.

8592

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road
and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8592

8

FORM 61-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 5, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Highway Safety Improvement Project
Rosewood Dr.-Willamette River Br.
(Salem) Section
Willamina-Salem Highway, Polk County
Project Length - 1.65 mi.

The proposed project consist primarily of repaving an existing road section. The project includes minor modifications of guardrail including flaring some ends and anchoring guardrail ends to bridge parapets. Some very minor filling may be necessary within existing right-of-way for flaring of guardrail. The project will not require right-of-way acquisition.

This project has been assessed for its potential impact on the quality of the human environment. No adverse environmental effects are expected to occur except minor traffic disruptions during construction. Therefore, this project is deemed a Non-Major action as defined in FHPM 7-7-2, paragraph 10c.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

NOTED
E. S. HUNTER

GAP:cjh

Attachment

cc: E. S. Hunter
John Sheldrake w/attach
Eddie Welsh w/attach
Don Trout w/attach
L. E. George w/attach
D. E. Swan w/attach

RECEIVED
TECHNICAL SERVICES
AUG 8 - '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apr | File

8592

8

August 3, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 3000
Salem, OR 97308

Dear Mr. Green:

Rosewood Drive N.W. - Willamette River Bridge (Salem)
Experimental Use of Fabric Reinforcement in Flexible
Pavement Overlay of Deteriorated Asphalt Pavement

This is to request your approval to include two 750-foot test sections utilizing a non-woven polypropylene fabric to retard cracking of the overlay and to help resist water penetration through the deteriorated pavement into the subgrade. The proposal is to include 750-foot test sections in the outside travel lane in both the eastbound and westbound directions.

It is requested that the work be approved as a Category II Experimental Features item. We propose to fund the construction and materials costs and the preconstruction and construction evaluation costs from project funds; and to cover the post-construction evaluation, amounting to approximately $2,300, over a period of six years under the HPR Research Administration prefix.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachment

bc F. B. Klaboe
D. H. Moehring (enc.)
J. H. Versteeg "
Frank Terpin "
Gordon Beecroft

GB:lt ja

August 3, 1977

Rosewood Drive N.W. - Willamette River Bridge (Salem)
Willamina - Salem Highway
Polk County, Oregon
Experimental Use of Fabric Reinforcement in Flexible Pavement
Overlay of Deteriorated Asphalt Pavement

WORK PLAN

PROJECT DESCRIPTION - The project is a 1.65 mile section of four lane highway (Ore-22) between Rosewood Drive N.W. and the Willamette River Bridge in West Salem. The existing facility is composed of four twelve-foot asphalt concrete traffic lanes with asphalt shoulders. A portion of the section is freeway with an open median separation and the remaining portion is divided by a paved median area. The deteriorated asphalt concrete traffic lanes are to receive a Class C asphalt concrete leveling course with a 1-1/2 inch maximum thickness, a 1-1/2 inch Class E asphalt concrete wearing course and an emulsified asphalt seal coat. The experimental features to be included in the normal overlay project are two 750 foot sections in which a non-woven polypropylene fabric reinforcement will be placed between the leveling course and the Class E asphalt concrete wearing course. Areas adjacent to the test sections will be designated control sections for comparative monitoring purposes. Both experimental and control sections will be located in the outside or truck lane only.

OBJECTIVES - The purpose of the experiment is to definitively evaluate under regional field conditions the effectiveness of non-woven polypropylene fabric reinforcement in retarding the cracking of a thin overlay placed over deteriorated asphalt concrete pavement. The existing pavement has extensive alligator cracking and some significant longitudinal fatigue cracks.

EXPERIMENTAL FEATURES - The fabric proposed for use in the experiment is a proprietary material specifically developed for this purpose. It is: Petromat, a non-woven polypropylene fabric marketed by the Phillips Petroleum Company of Bartlesville, Oklahoma, or an approved equal fabric. Prior to placing the fabric, any large longitudinal or transverse cracks will be filled with an asphaltic crack sealer. The leveling course will then be placed. Following this, an AR 4000 asphalt cement binder will be applied at the rate of 0.25 gallons per square yard. The two 750 foot test sections of Petromat fabric will be placed immediately following application of the hot asphalt cement binder.

In the eastbound direction, the fabric will be placed between Sta. 1309+00 and Sta. 1316+50 in the outside travel lane. Control sections will be established from Sta. 1306+50 to Sta. 1309+00 and between Sta. 1316+50 and Sta. 1321+50.

In the westbound direction, the fabric will be placed between Sta. 1332+00 and Sta. 1339+50 in the outside travel lane. Westbound, control sections will be established between Sta. 1328+00 and Sta. 1332+00 and between Sta. 1339+50 and Sta. 73+00. This latter control section spans an equation having Sta. 1339+86.77 back equals Sta. 76+45.29 ahead.

INSPECTION AND REPORTING

PRECONSTRUCTION - In addition to the identification of the test sections and the control sections, preparatory work to be performed prior to construction shall include photographs of the general condition of the highway with specific photographs of any prominent, open cracks and shall include measurements to identify where such prominent cracks are located. Deflection tests taken to establish the overlay design will be utilized as a portion of the preconstruction evaluation.

CONSTRUCTION - The manufacturer's recommendations will be followed wherever practicable including filling the prominent cracks prior to placing the leveling course. The AR 4000 asphalt cement recommended for the binder is considered equivalent to the penetration grade suggested by the manufacturer.

POST-CONSTRUCTION - Field inspections of the experimental and control sections shall be made annually each spring for the first six years as a minimum. If it is warranted, the inspections will be continued after that. Inspection shall primarily be visual with deflection measurements and drill cores being taken if warranted.

Fixing a specific time period for finalizing the study is difficult since substantive evidence of the reinforcement's effectiveness may not develop in the anticipated six year period. Therefore, it may be found that a later supplemental review is warranted after the scheduled six year time frame.

Inspection and reporting of all phases of the experimental work shall be done by or under the supervision of the Research Unit of the Materials and Research Section, Gordon Beecroft, Research Engineer.

COST ESTIMATE

MATERIALS AND CONSTRUCTION

Reinforcing fabric - 2085 sq. yd. @ $1.50/sq. yd.	$3,127.50
AR 4000 binder coat - 2.0 ton @ $300/ton	600.00
Clean and seal major cracks - all	1,000.00
	$4,727.50
Engineering 10 percent	472.50
Materials and Construction Total	$5,200.00

EXPERIMENTAL FEATURES EVALUATION

Pre-construction condition survey, 4 man-days	$ 300.00
Construction observations, 3 man-days	225.00
Post-construction evaluation, annual inspections 6 @ 2 man-days each	900.00
Periodic post-construction deflection and cores 4 crew-days @ $350	1,400.00
	2,825.00
Supplies and Report	175.00
Total Evaluation	3,000.00

Total cost for experimental features materials, construction, and evaluation	$8,200.00

8592 8-3-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-47(5)

STATE PROJECT NO.: See Below

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 72101

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR

Info	Invst.	R/D	D/R	Sgnt	Act	File

pick up to Mailing

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Primary 47	Primary 30

GENERAL LOCATION:

"Rosewood Drive N.W. - Willamette River Bridge (Salem) Section"

GENERAL DESCRIPTION OF WORK:

High Type Pavement (Code 6201-Miles 1.60)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Permanent Pavement Striping (SF) $1,000
Temporary Pavement Striping (SF) $1,500

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $339,583-Federal Funds $291,362.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	D. K. Swanson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—651-888

8592

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 11, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Rosewood Dr.-Willamette River Br.
(Salem)
Willamina-Salem Highway
Polk County

NOTED
E. S. HUNTER

This is a federal aid overlay-safety project. The project as submitted called for overlaying the highway, installing concrete median barrier and drainage, upgrading all guardrail to present standards, connecting guardrail to bridges, installing type "C" end pieces, etc.

This section of highway is in need of an overlay this year if we are to keep it from complete failure. To accomplish this we must go to contract no later than an August letting and accomplish the work this year. This necessitates a stage construction approach to this project.

The initial project will consist of a flexible overlay ("C" patching and "E" wearing course), guardrail-bridge connections flaring of guardrail where practical and the installation of anchors and type "C" end pieces.

The final project will follow in a few years and will consist of a 2 inch "C" overlay, installation of concrete median barrier, replacement of guardrail to modern safety standards and bridge overlay work if required.

DOC:az
cc: E. S. Hunter
D. H. Moehring
C. T. Keasey
John Sheldrake
W. J. Hart
W. E. Cole

RECEIVED
STATE HWY ENGR
JUL 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Salem Pool Co
8 30
FORM 81-734-3030
#8592

8

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 11, 1977

FROM: J. E. Backstrand
Supervising Design Engineer

TO: Mr. Duane O. Christensen
Final Design Engineer

SUBJECT:
Rosewood Dr.-Willamette R.
Bridge (Salem) Sec.
Willamina-Salem Highway
Bridge 7366, 8889, 8889W, 8981 and 9055
Contract 8592

The following recommendations for overlaying the bridges within the limits of the above project are made:

Bridge 7366 Oxing Hwy. No. 150 Conn.

No overlay. Match surface of the proposed Class E mix wearing course with the existing concrete deck surface at bridge ends.

Bridges 8889, 8889W Oxing Hwy. No. 150 and SPRR

No overlay. Match surface of the proposed Class E mix wearing course with the existing concrete deck surface at bridge ends.

Bridge 8981 Oxing Hwy. No. 150 Conn., Rosemont Intch.

No overlay. March surface of the proposed Class E mix wearing course with existing A.C.W.S. on bridge deck.

Bridge 9055 Oxing Access to Boat Moorage

Overlay existing A.C.W.S. and fill of this rigid frame with proposed 1 1/2" Class E mix wearing course.

KA:dh

cc Art Brummit
Robert Royer
George Hopkins

PROJECT MANAGEMENT
JUL 12 '77
REFER TO
winter N
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED

DMH.

8593 Rockaway (N 3rd Ave.) Sec. 197
in city of Rockaway
(Grading & paving)

C+A 5844 10-22-76

#8593

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date August 24, 1978

Invoice No. _____

P. O. No. _____

City of Rockaway
City Hall
Rockaway, Oregon 97136

Attn: Rose Mary Walker
~~City Recorder~~

Additional refund due City of Rockaway for construction on the North 3rd Street (Special City Allotment) Project, Contract No. 8593, for $880.00, due to error in calculations.

Covered by Agreement No. 5844.

Robert W Wimer
for Gerald W. Wimer

Ref: CC 1799

ok to file
A.

OREGON STATE HIGHWAY DEPARTMENT

Date August 24, 1978

Corrected
ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1978

Contract # 8593 Prefix 329-1710 Survey Prefix 329-1466

Street North 3rd Avenue

City Rockaway

Payments to Contractor (see attached voucher)	$ 34,370.64 *
Engineering and Contingencies	3,243.28
Survey: Total $ 5,783.43 Prorated Share	--
TOTAL	37,613.92
Agreed State Share	25,000.00
Agreed City Share	12,613.92
City Advance Deposit	14,800.00
Refund City	2,186.08
Refunded to City on 2/27/78	1,306.08
Balance Due City	$ 880.00 **

Reference: Outside Billing _____

* Includes $5.33 interest.
** Refund due city due to error in calculations on previous statement of costs.

8593

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67366-734

Request for Outside Billing

(Or Advice of Cash Transaction)

8593

Address invoice to: City of Rockaway
City Hall
Rockaway, OR 97136
Attention of Ms. Rosemary Walker, City Recorder

Request No. (assigned by staff engineer or head of section) CC 1799

Date February 27, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Rockaway (N. 3rd Ave.) Section
Special City Allotment Project
Contract No. 8593
Covered by Agreement No. 5844

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		
		As Per Attached Statement		14,800.00
		Final Cost	37,493.92	
		Agreed States share	25,000.00	
				13,493.92
		Balance Due City		1,306.08
		Please send copy of itemized statement to city		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 14,800.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
329-1710-295

Submitted by:
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8593

Date Feb. 27, 1978

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1977

Contract # 8593 Prefix 329-1710 Survey Prefix 329-1466

Street N. 3rd Avenue

City Rockaway

Payments to Contractor (see attached voucher)	$ 34,370.64*
Engineering and Contingencies	3,123.28
Survey: Total $ 5,783.43	
Prorated Share	
TOTAL	37,493.92
Agreed State Share	25,000.00
Agreed City Share	13,493.92
City Advance Deposit	$14,800.00
Refund City	$ 1,306.08

Reference: Outside Billing _____

*Includes $5.33 interest

RU

2-16-78

TOTAL TO DATE JOB COST SUMMARY — JANUARY 1978 — PAGE 328

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
PACIFIC HY E-AURORA-DONALD RD CONT NO	# FA PROJ NOS						STATE
	324 1733	220 00				1,017.62	
	324 1733	220 01				5,281.00	
	324 1733	240 01				4,048.20	
	** JOB TOTALS **			**	**	10,346.82	**
CHURCH ST BR IMPROVMT	CONT NO	FA PROJ NOS					STATE
	324 1734	295 00				25,000.00	
	324 1734	900 00			55.07	55.07	
	** JOB TOTALS **			**	55.07 **	25,055.07	**
LINCOLN CO-MAIN ST, ST ANGEL	CONT NO	FA PROJ NOS					STATE
	324 1735	900 00			16,000.00	16,000.00	
	** JOB TOTALS **			**	16,000.00 **	16,000.00	**
[illegible] SILVERTON	CONT NO	FA PROJ NOS					STATE
	324 1736	900 00			12,500.00	12,500.00	
	** JOB TOTALS **			**	12,500.00 **	12,500.00	**
[illegible]	CONT NO	FA PROJ NOS					STATE
	325 1707	900 00				25,000.00	
	** JOB TOTALS **			**	**	25,000.00	**
	326 1706	900 00			.90	.90	
	** JOB TOTALS **			**	.90 **	.90	**
[illegible]	CONT NO 8593	FA PROJ NOS					STATE
	329 1710	201 00			34,365.31	34,365.31	
	329 1710	294 00		1,000.00			
	329 1710	[illegible] 00		5.33	5.33	5.33	
	329 1710	900 00			3,123.28	[illegible]	
	** JOB TOTALS **			1,005.33 **	37,493.92 **	[illegible]	**
SW BARBARA ST STANFIELD SECT	CONT NO 8543	= FA PROJ NOS					STATE
	330 1733	201 00			15,603.25	15,603.25	
	330 1733	206 00			3.59	3.59	
	330 1733	900 00		16.74	1,523.42	1,508.42	
	** JOB TOTALS **			16.74 **	17,130.26 **	17,115.26	**
	334 1720	900 00			.29	.29	
	** JOB TOTALS **			**	.29 **	.29	**

1-78

8593

2-16-78

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1463	920	00			25.05	
	326	1463	921	00			474.10	
			** JOB TOTALS **		**	**	3,693.06	**
N 3RD AVE (ROCKAWAY)	CONT NO		FA PROJ NOS					STATE
	329	1466	901	00			2,261.86	
	329	1466	905	00		50.20	1,352.50	
	329	1466	910	00			964.92	
	329	1466	910	00 A			2.25	
	329	1466	914	00			200.77	
	329	1466	920	00			60.36	
	329	1466	921	00		297.00	814.07	
	329	1466	924	00			126.20	
			** JOB TOTALS **		**	347.20 **	5,783.43	**
W 2ND ST-ENTERPRISE	CONT NO		FA PROJ NOS					STATE
	332	1491	901	00	1,162.85	1,162.85	1,162.85	
	332	1491	910	00	220.46	220.46	220.46	
	332	1491	911	00		12.00	12.00	
			** JOB TOTALS **		1,383.31 **	1,395.31 **	1,395.31	**
LAFAYETTE (7TH ST)	CONT NO		FA PROJ NOS					STATE
	336	1441	905	00			65.83	
	336	1441	913	00			34.06	
	336	1441	914	00			104.94	
	336	1441	920	00			16.14	
	336	1441	921	00			424.83	
	336	1441	923	00			72.96	
			** JOB TOTALS **		**	**	718.76	**
W POMP-SOUTH HWY	CONT NO		FA PROJ NOS					STATE
	501	1436	905	00			440.83	
	501	1436	906	00			103.38	
	501	1436	914	00			2.52	
	501	1436	920	00			69.38	
	501	1436	921	00			907.46	
	501	1436	926	00			55.26	
			** JOB TOTALS **		**	**	1,578.83	**
SW POMP AVE INTERCHANGE	CONT NO		FA PROJ NOS					STATE
	503	1405	901	00			57.64	
	503	1405	905	00			1,081.24	
	503	1405	906	00			2.25	
	503	1405	906	00 -			3.00	

1-78

8593

FISCAL YEAR

8593

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 28308

	VOUCHER DATE	TOTAL AMOUNT
C.G. Gredvig 4935 N.W. Kahneeta Ct. Portland, OR 97229	1-30-78	$ 1,005.33

contract 8593 Est. 3F.	1-29-78	principal interest	$ 1,000.00 5.33

kf

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

Date January 29, 1978

Invoice No.

P.O. No. Contract 8593

Principal:

Final Est. #3 – $1,000.00

Interest (began Jan. 14, 1978):

January 14, 1978 thru January 29, 1978 inclusive.

$1,000.00 for 16 days at $0.3333 per day – $ 5.33

R J Hacek

Richard J. Hacek
Assistant Controller

c

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE	VOUCHER DATE	TOTAL AMOUNT
C.G. Gredvig 4935 N.W. kahneeta Court Portland, OR 97229	1-16-78	$ 1,000.00

FISCAL YEAR

WARRANT NUMBER

CONTRACT NO.	ESTIMATE NO.
8593	3 F

PERIOD COVERED: to 9-28-77

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

APPROVED:

O. B. Jackman
DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

H S Coulter
STATE HIGHWAY ENGINEER

CONTRACTOR'S CERTIFICATE

I, C.G. GREDVIG certify that I am owner

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
JAN 26 1978
HIGHWAY ACCOUNTING

RECEIVED
JAN 24 1978
HIGHWAY ACCOUNTING

C.G. Gredvig
(Signature)

FORM 81-734-1020

8

...ON STATE HIGHWAY DIVISION

...TRACT PAYMENT VOUCHER

...M 81-734-1028

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
TILLAMOOK	8593	3	

HIGHWAY	FEDERAL AID PROJECT NO.
...ITY STREET	

SECTION
...AY (N 3RD AVE)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS
01	SP ...L EXC ...TI...	CU YD	5.0000	901.000	4513.50	4
002	SP MATERIAL	M-GAL	20.0000	7.000	140.00	
004	SP CLASS C ...SPHALT CONCRETE ...3	TON	30.0000	618.230	18486.90	18
005	SP EXTRA F ...ASPHALT ...PROACHES	EACH	300.0000	12.000	3600.00	3
006	SP ADJUSTI... MANHOLES	EACH	225.0000	2.000	450.00	
	PRICE AGREEMENT ITEMS					
20142	S... SUBSTITUTE 3/4"-0 AGGR ... SE	TON	8.5000	746.460	6344.91	6
30201	SP COMPENSATION FOR UNDERRUN... OVERRUNS	LUMP SUM	630.0000	100.000	630.00	
30303	SP SHOULDER PREPARATION	LUMP SUM	200.0000	100.000	200.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

DATE 01 16 78 08:01 8563	TOTAL CONTRACT ITEMS	34365.31	343
PREVIOUS VOUCHER NO. 20770	% RETAINED ON CONTRACT ITEMS		1
CHECKED BY: RSO/kf	FORCE ACCOUNT		
ENGINEER OR AUDITOR C. Anderson	TOTAL PAYMENTS	34,365.31	33

IGHWAY DIVISION

MENT VOUCHER

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
ILL- [illegible]	8593	3	
HIGHWAY: TY STREET	FEDERAL AID PROJECT NO.		
SECTION: [illegible]AY (A 3RD AVE)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible] TI	CU YD	9.0000	501.500	4513.50	4513.50	
	M-GAL	20.0000	7.000	140.00	140.00	
SP[illegible]LT C[illegible]CRETE 3	TON	30.0000	616.230	18486.90	18486.90	
[illegible]PHALT APPROACHES	EACH	300.0000	12.000	3600.00	3600.00	
[illegible] MOLES	EACH	225.0000	2.000	450.00	450.00	
AGREEMENT ITEMS						
[illegible]E [illegible]GR - SE	TON	8.5000	746.460	6344.91	6344.91	
TTC FOR [illegible]DERRUN OVERRUNS	LUMP SUM	630.0000	100.000	630.00	630.00	
PRE ARATION	LUMP SUM	200.0000	100.000	200.00	200.00	

7578

January 19, 1978

Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On January 16, 1978, we wrote to you concerning release of final payment on Contract No. 8593 awarded to C. G. Gredvig for work on N. 3rd Avenue in Rockaway, Tillamook County.

Final payment on this contract is $1,000 and the total contract amount is $34,365.31. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dds

cc C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8593 -9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rockaway (N. 3rd St.)		WEEK ENDING: Sept. 30, 77
		SECTION PREFIX: 329-1710
HIGHWAY: City Street		COUNTY: Tillamook
NAME OF JOB: Rockaway (N. 3rd. St.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: C.G. Gredvig	CONTRACT NUMBER: 8593	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 2, 77	DATE WORK STARTED: Sept. 13, 77	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 14
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 28
PROJECT AUTHORIZATION: $39,802.49	ENGINEERING AUTHORIZATION $3,476.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $36,326.29		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,326.29	ENGINEERING COST TO DATE $4,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 15 %	DATE PROJECT WAS COMPLETED: 28 Sept. 77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE		PROJECT COMPLETED			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Cloudy	.11		
MONDAY 26	Clear	12		
TUESDAY 27	Cloudy	13		
WEDNESDAY 28	Clear	14		
THURSDAY 29	Showers	14		
FRIDAY 30	Showers	14		
SATURDAY 24	Cloudy	10		

Routing: Kessey, Bond, Jackmond, Hopkins, Johnson, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

RECEIVED
OCT 3 1977
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No work
26 MONDAY	Cleaned Road Connections & Shaped Shldrs.
27 TUESDAY	Completed paving of approaches Hauling & processing shld. Aggregate
28 WEDNESDAY	Finished placing rock on shldrs. Cleaned - up project & removed signs. Final inspection given by Region, city & other personnel
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed on Sept. 28, 1977

Final inspection given by R. Royer, T.Litchfield, J. Wood
K. Christianson (Mayor of Rockaway), C. Anderson
C. Gredvig & W. Bartel

SIGNED for C. Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8593

REGION FINAL INSPECTION REPORT

Project Name Rockaway (N. 3rd Street) Contract No. 8593

Highway City Street Prefix No. 329-1710

County Tillamook F.A. No. State

Final inspection made on Sept. 28, 1977 by Robert Royer, Region Construction Engr.

in company with Chet Gredvig, Contractor; Ken Christianson, Mayor of Rockaway; Chet Anderson, Resident Engineer; Walt Bartel, Inspector; and Ted Litchfield, Region 2 Maintenance Engr.

CHECK LIST

Date			
9/28/77	Construction signs removed	N/A	Opened to traffic
N/A	Orange/White construction speed zone signing removed	w/Semi-final	Region Materials Certification will be submitted abou
9/28/77	Contractor removed equipment from project	None	Were any apparent substantially non-conforming materials incorporated?
9/28/77	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

The workmanship on this project looks excellent. This section will serve the city of Rockaway for a long time.

All contract work on this project has been completed and recommendation is made for acceptance on 9/28/77. The semi-final estimate will be submitted about 10/15/77.

cc: Const. Engineer - C.T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D.H. Moehring
Co.-City Eng. - Don Harwell
Reg. Engineer - C.O. Fredrickson
Res. Engineer - Chet Anderson
Dist. Engineer - Eldon Everton
FHWA Area Engr. - Paul Riedl

Copies sent to all named 10-11-77

N

Reg. Const. Engr.

8593

PROGRAM MANAGEMENT OFFICE MEMO

Date Sept. 13, 1977

Subject Rockaway N. 3rd Stk. File No.

Received (call) (~~visit~~) from George Hopkins

Address Construction

Made (call) (visit) to Phone

Reason for contact and general discussion: Material Quantities left the same after Project was Shortened. % of asphalt only quantity changed.

I checked the Quantities and all were changed.

Signature Helderman

File ( ) ( ) (X) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE SCE OM Other

N

RP

8593

PROGRAM MANAGEMENT OFFICE MEMO

Date 9-13-77

Subject Rockaway N. 3rd St. File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Chet Anderson Phone

Reason for contact and general discussion: Regards to Quantities on Project - Surfacing and Exc. will underrun AC will overrun - Overall Cost of Project will be the Same. Chet will Notify City if any Overrun in total Project Costs vs Anticipated.

Signature Heldebrandt

File ( ) ( ) (M) ( ) ( ) (( )) ( ) ( )
Circulate: PME LGE OPE FAE GCE OM Other

N

MM

August 29, 1977

City of Rockaway
City Hall
Rockaway, OR 97136

Attn: Ms. Rosemary Walker
City Recorder

Gentlemen:

On August 25, 1977, a satisfactory bid was received from C. G. Gredvig, 670 N.W. Dale Ave., Portland, OR 97229, for construction of the North 3rd Avenue Section.

The anticipated construction cost based on their bid is as follows:

Bid Items	$34,762.00
4½% Contingencies	1,564.29
10% Engineering	3,476.20
ESTIMATED TOTAL COST	$39,802.49
Advance Deposit: $39,802.49 - $25,000.00 =	$14,802.49

Please make your check in the amount of $14,800.00 payable to the Oregon State Highway Division and send it to Mr. Robert H. Prange, Local Projects Manager, 205 Transportation Building, Salem, OR 97310, prior to September 16, 1977.

Very truly yours,

RH Prange

Robert H. Prange
Local Projects Manager

FFH:lml

cc John Shellmake
Done 8/31/77

8593

Harvell Trip to NW Oreg. Cty's-Co's

8-25.77

Manzanita = Howard Wilson, Cty Mngr. SCA - SOSR - LCDC - Cty will do most of their work with use of Tillamook County and a street design consisting of 8" base, 2-3" level course, 2"-3" asph. cone.

Nehalem = NA / NA

Wheeler = Zella Schwartzenhauer, Rec. SCA - Pot holes on Nehalem Rec Br. - Signs - Sig

[redacted] = Rosemary Walker, Rec. — SCA count @ 39,500± will watch for underrun & possibly negotiate for extension — US 101 ovc — etc

Garibaldi = Harold White, Rec. — Dennis Sheldon, Asst PWD = SCA 10th St. south of US 101 thru Porter Garibaldi proper - bypass downtown street program on 6a metro vehicle revenue basis — manual

Bay City = Virgil Simmons, Mayor — Jackie Crosley, Clerk - Jim Richards, Pres of Council SCA re Portland (9th to 101) Rt of way, Utility - SOSR

TILLAMOOK CO. = Sharry Knight - Granny Simmons (Comm's) — V. Richards, Admin. Asst. Jesse Tibbets = FAS C (CCC Br.) Consultant Cmty., Pub. Hearings, SOSR - SBRP - Fed Aid chip spreader 0-30 Sod Creek

8-26-77

Tillamook City = Richard Townsend, Mngr - Wally Rathwin, Planner — 101 Bypass
SCA - SOSR - Safety Programs - Signal equipment of LOC 3rd @ Main / Pacific - Standards

Cloverdale City = Bob McWilliams, Mngr, Carl Lindberg, Engr. 101 intersections
SCA - Bypass - FAUS - U. Sand Int. (Roads End)

Sheridan = Robt. Holmes, Cty Supt. = SCA - Safety - FAS C - Signal - LCDC

Dallas = Dave Shea, Engr. = FAUS - Signals - New Courses in East Side FAUS (Miller rather than Monmouth.

Polk Co. = Ralph Blanchard, Surveyor — C. G. Swanson, Engr.
FAS C - SOSR - Oiling - New Engr - Specs. - SBRP

cc Bob Royer - See Harvells note re Rockaway
cc Fred Hildebrandt
cc Geo Hopkins

Don

85.93

8

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8593

July 8, 1977

Ms. Rosemary Walker
City Recorder
City of Rockaway
City Hall
Rockaway, OR 97136

Dear Ms. Walker:

To confirm our telephone conversation of June 30, 1977, regarding the questions of advance deposit requested June 24, 1977, it has been determined that the preliminary engineering should not have been charged. The construction engineering, however, is a project charge and it has been reflected in the revised estimate of cost as follows:

Bid Items	$41,740.50
4 1/2% Contingencies	1,878.73
10% Construction Engineering	4,174.95
TOTAL ESTIMATED COST	$47,903.18

If the City should decide to proceed with the project, please make your check in the amount of $22,900, which is in excess of the $25,000 grant, payable to the Oregon State Highway Division and send it to the Local Government Programs Unit, Room 207, State Transportation Building, Salem, Oregon, 97310.

Very truly yours,

Robert H. Prange
Local Programs Manager

FFH:RHP:lml

cc: Region 2

NOTED
M...NOR C. HOLMES

8593

STATE OF OREGON

INTEROFFICE MEMO

2

TO: MEMO TO THE FILES

DATE: July 6, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Rockaway SCA Project

Assistant Attorney General Jack Sollis agrees with the City of Rockaway's attorney that the October 21, 1976 SCA agreement makes field surveys, preliminary engineering, plans, contract documents, bid advertisement, and contract award State expenses. Also, see the May 30, 1975 Policy with the League of Oregon Cities.

The matter has also been reviewed with State Highway Engineer H. S. Coulter. He agrees where:

(1) Project expense was not properly identified in the state's original estimate.

(2) The project is limited to $40,000 to $50,000 overall.

The latter stipulation will be reviewed with the LOC. Construction engineering is part of the project in which cities participate when projects overrun.

GW:ljt

cc: H. S. Coulter
Jack Sollis
John Sheldrake, Reg. 2
Don Harwell - Please follow up.
Fred Hildebrandt

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 7'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

41-125-1387

355-2291

June 24, 1977

City of Rockaway
City Hall
Rockaway, OR 97136

ATTN: Ms. Rosemary Walker
City Recorder

Dear Ms. Walker:

On June 23, 1977, the lowest of 2 bidders on the North 3rd Avenue Section was C. D. Gredvig, Portland, Oregon, whose bid is approximately 15% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project, the following advance deposit is required from the City prior to awarding the contract:

Bid Items	$41,749.50
4 1/2% Contingencies	1,878.73
10% Engineering	4,174.95
Preliminary Engineering %	2,128.76
Estimated Total Cost	$49,931.94

City's Advance Deposit:
$49,931.94 - 25,000.00 say $25,000.00.

Please make your check in the amount of $25,000.00 payable to the Oregon State Highway Division and send it to Mr. Robert Prange, Local Program Manager, Department of Transportation Building, Salem, Oregon, 97310.

Very truly yours,

Robert N. Prange
Local Programs Manager

RHP:lml

6-30-77
I Called Mrs Walker in regards to the above. She indicated The City would reject the bid and request That The project be Shortened,
L. Hildebrandt

CC: Reg 2

NOTED
M...NOR C. HOLMES

8573

Rockaway

Salem, Oregon
May 16, 1977

Duane O. Christensen
Final Design Engineer

C. A. Anderson
Resident Engineer

Rockaway (North 3rd Street)
City of Rockaway
Tillamook County

In your letter of April 22, 1977, you raised the question of whether 2" of Class "C" asphaltic concrete placed over the existing street surface of North Third Street wouldn't be as good in terms of durability as the 1-1/2" lift of open-graded asphaltic concrete proposed to be used? The answer to that question is no.

As pointed out in your letter the existing surface is weak and deflection prone. There are two approaches to dealing with this type of problem. One is to place a much thicker Class "C" pavement overlay which will structurally strengthen and support the traffic, or place a 1-1/2" open-graded overlay which will flex with the existing surfacing.

We cannot afford financially to utilize the thicker Class "C" design at this time (it is shown as a future requirement), but can maintain the existing pavement at a reasonable cost by use of the 1-1/2" open-graded overlay.

A 1-1/2" open-graded overlay will flex with the existing surface and provide many years of good service, while a 2" Class "C" overlay would break up in a matter of a very short time because of its inability to flex with the existing surface.

DOC:jh
cc: Gerald Wimer
Clarence Gregg
Bill Cole

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 17 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Section 8573 Rockaway (N. 3rd. Ave) Programming Estimate $ 35-5-T 2291

Highway City Street (c 29) Project Length 0.2 mile

County Tillamook Completion Time 50 cal. workdays

Kind of Work Grading and Paving

Prefix 329-1466+ FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 36,147 50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		$
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 36,147 50
Contingencies (4-1/2%)		1,626 64
Engineering (10 %)		3,614 75
	SUBTOTAL	$ —
Credit for		
Estimated Net Authorization, Construction		$ 41,388 89

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date _____

Section Rockaway (N. 3rd Ave.)

County Tillamook

Kind Of Work Grading and Paving

Length 0.2 mile

Name Stein

No	Item Estimate	Code	Unit	Quant.	Unit Cost	Total
	General Excavation		Cu. Yd.	740	10 50	7770 -
	Watering		M-Gal.	20	10 50	210 -
	1½" Aggregate, ~~Base~~ Mod.		Tons	1220	6 50	7,930 -
	Class ~~"B"~~ "E" Asphalt Concrete		Ton	340	24 50	8,330 -
	Class "C" Asphalt Concrete ~~in Leveling and Base Courses~~		Ton	375	24 50	9,187 50
	Extra For Asphalt Approaches		Each	12	160 -	2,240 -
	Adjusting Manholes		Each	3	160 -	480 -
				36	147 50	

8593 Rockaway

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 329-1466

Salem, Oregon

April 26, 1977

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Preliminary Plans Review
Third Street Section
Rockaway City Street

TO: Hal Versteeg
ROAD DESIGN ENGINEER

Attached is an April 22, 1977 letter from Resident Engineer, Chet Anderson explaining why he believes we should utilize Class "C" asphaltic concrete pavement for all of the paving required on the subject project. This office concurs with Mr. Anderson.

It would be appreciated if you would oblige this recommendation.

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
3 Swenson Doug
Savage
Trout

RECEIVED
APR 27 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up. /_/_
Other

GWW/lea
attachment
cc: Don Harwell
Chet Anderson

4-28-77
Lease plans as is unless further data is inputed from Gregg Winker to discuss further w/Chet Anderson on traffic and advise us.
Dale

REFERRED TO

Beard Reed
Cole WEC Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 61-734-3030

REGION 2 ENGINEER
RECEIVED
APR 25 1977
RE | RCE | RME | RTE | ROE
UE | | | ROC | RFE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 329-1466

Tillamook, Oregon
April 22, 1977

FROM: C. Anderson
Resident Engineer

TO: G. Wimer
Region II Construction Engr.

SUBJECT: Preliminary Plans
Third Street (Rockaway)
City of Rockaway
Tillamook County

The preliminary plans call for Class "C" open graded mix as the wearing surface on the subject project. The decision to use an open graded mix was apparently based only on the consideration of providing a flexible mat over the ~~existing~~ weak deflection prone existing surface. No consideration was given to the availability of a very small quantity of an open graded mix at a remote location such as Rockaway. The nearest readily avaible source of an open graded mix is Portland, almost 100 miles away. A comercial supplier of regular Class "C" mix (already inspected and with a mix design aready available) is now in operation at Tillamook, about 20 miles from the Rockaway project. Although the commercial supplier at Tillamook can readily supply the normal Class "C" mix, to provide the open graded mix more rock would have to be crushed and tested and another mix design would have to be prepared. This would increase appreciably the unit cost of the A.C. item and would also increase the engineering costs on the project.

It's suggested that consideration be given to the availability of materials and change the top lift to regular Class"C" A.C. but increase the depth over the existing surfacing to 2". Wouldn't the 2" of Class "C" A.C. over the existing surfacing be as good in terms of durability as the 1½" lift of open graded Class "C" A.C.?

C. Anderson

C. Anderson
Resident Engineer

OREGON STATE HIGHWAY DIVISION
Location Section

Section: N. 3rd Ave. (O.C. Hwy.-E.C.L.)
Highway: Rockaway City Street
County: Tillamook
Prefix: 329-1466
Res. Engr: H. H. Patterson

Date March 18, 1977
Ten Year Traffic Coefficient 7.2
18 kip s.a. per day 39.0
R value 10
Frost Penetration - - - -
CBE Total Requirement 23.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
6.0"	A.C. (Final Stage)	12.0
1.5"	A.C.W.S. (Open Graded Cl. C)	3.0
4.0"	A.C.B. (Cl. C)	8.0
10.0"	A.B.	10.0
21.5"	Final Stage	33.0
15.5"	Immediate	21.0

*EXISTING ROADWAY
(18' Width)

6.0"	A.C. (Final Stage)
1.5"	A.C.O.L. (Open Graded Cl. C) with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

~~ExHxWxAx~~
~~AssistxxStatexxHighwayxxEngineerx~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

* Deflection measurements indicate that for a Ten Year Design Period seven and one-half inches asphaltic concrete overlay is required. To satisfy the requirement, a one and one-half inch flexible mat will be placed now with the final stage to be placed at some future date depending upon visual inspections and deflection measurements. The Final Application shown for "New Work" is controlled by the requirements of the "Existing Roadway."

8593

CITY OF ROCKAWAY

P. O. Box 35
ROCKAWAY, OREGON 97136

April 13, 1977

Attn: Robert H. Prange, Local Projects Manager
Dept. of Transportation
State Highway Building,
Salem, Oregon 97310

Dear Mr. Prange:

Enclosed is one set of preliminary plans for the 1977 Special City Allotment project on N. Third Avenue. The plans were reviewed by the City Council at their regular meeting on April 12, 1977.

It is agreed by the Council that the City will release the State from any responsibility for failure of the street paving. The Council is aware that a 7" asphaltic concrete overlay would be ideal; however, the city budget at this time does not allow the expenditure of that amount of money.

4-14-77
City would like for this project to be Contracted before the end of the 76-77 fiscal year. Hildebrandt RW

Yours truly,

Kenneth O Christensen

Kenneth O. Christensen, Mayor

CC: H. Versteeg
C. Anderson
C. Gregg
B. Gifford

5-17-77 Estimate Now Ready Council

FRED

PROJECT MANAGEMENT
APR 14 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

F

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Sketch Map, Typical Section, Notes & Summary
2	Plan & Profile

4-13-77

BEGINNING OF PROJECT
STA. 5+20

END OF PROJECT
STA. 16+50

ROCKAWAY

PACIFIC OCEAN

No R/W Map

Sketch Map

Scale 0 400 800 Feet

TYP

S

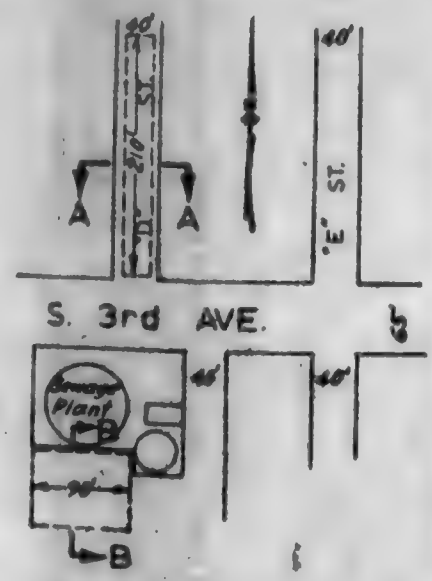
Asph. Conc. Base Co
Class "C" Mix, Nom. Th

P

S U M M A R Y

ITEM	UNIT	QUANTITY

MANDATORY



DEVELOPMENT PLAN

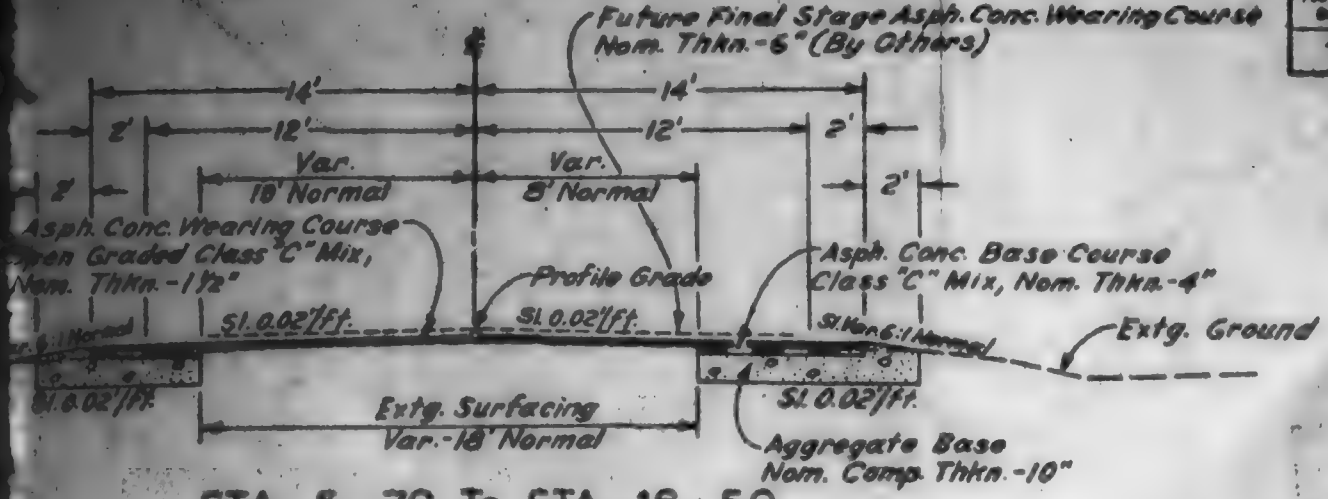
Scale 0 100 200 300 Feet

Cole, Sills, Olsen

TYPICAL SECTION

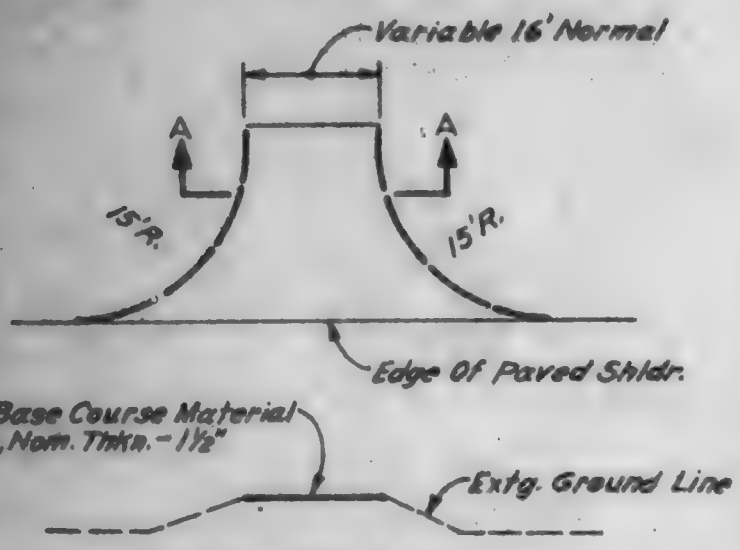
ROCKAWAY (N. 3RD AVE.) SEC. CITY STREET TILLAMOOK COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

STATE



STA. 5+70 To STA. 16+50

PRELIMINARY COPY
SUBJECT TO CHANGE

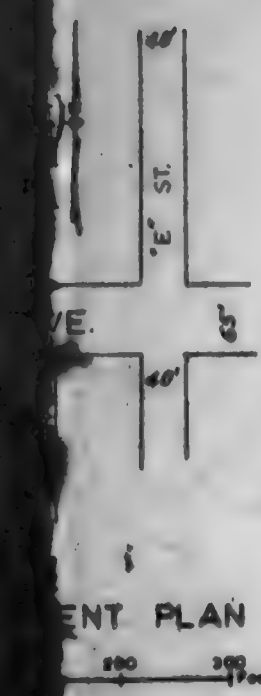


SECTION A-A

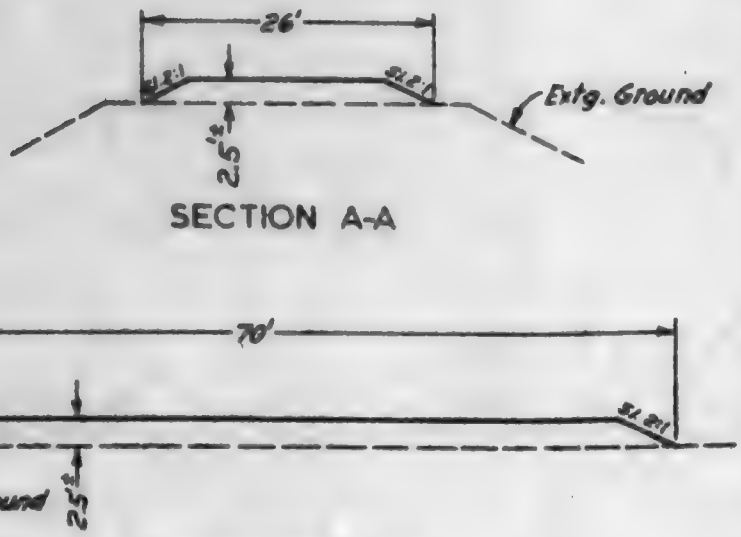
PAVED APPROACH

PRELIMINARY COPY
APR 1 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

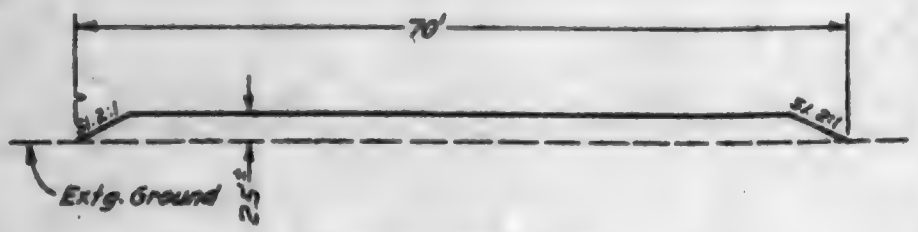
MANDATORY DISPOSAL SITES



ENT PLAN



SECTION A-A



SECTION B-B

APPROVED
CITY OF Rockaway
BY MAYOR Lowell O'Clutterman
BY RECORDER Pamela Theiler
DATE 4/3/77

8593

April 4, 1977

Ms. Rosemary Walker 355-2291
City Recorder
City of Rockaway
City Hall
Rockaway, Oregon 97136

Dear Ms. Walker:

Enclosed are two sets of preliminary plans for the 1977 Special City Allotment project on N. Third Avenue. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 28-foot-wide street, as shown on these preliminary plans, is currently estimated to cost $41,002. The State's share would be $25,000.

Recommended changes you suggest should reach this office by April 20, 1977 to permit any revisions to be made on the plans before they reach the bidders.

Our Materials Section took deflection tests which indicated that a 7-1/2 inch asphaltic concrete overlay would be required for a ten year design period on this project.

It was suggested that a 1-1/2 inch flexible mat be placed now and at some future date the additional six inches be placed. If the city desires to go this route, we would require a letter from the city releasing the State from any responsibility if a failure occurred.

Very truly yours,

/s/ Prange

Robert H. Prange
Local Projects Manager

RHP/FFH:sch 4-12-77

Enclosure NOTE
Ms Walker called & requested approval to submit city's advance deposit prior to 6-30-77. I told her based on today est. of $41,000 - city cost $16,000. Project currently scheduled for May 77 letting. Tom K.

NOTED
MANOR C. HOLMES

8593

OREGON STATE HIGHWAY DIVISION
Location Section

Section: N. 3rd Ave. (O.C. Hwy.-E.C.L.)
Highway: Rockaway City Street
County: Tillamook
Prefix: 329-1466
Res. Engr: H. H. Patterson

Date March 18, 1977
Ten Year Traffic Coefficient 7.2
18 kip s.a. per day 39.0
R value 10
Frost Penetration - - - -
CBE Total Requirement 23.5"

PROJECT MANAGEMENT
MAR 22 '77
REFER TO: Fred H
FOR
Route | Investigate | R/D | Action | File | Letter | See me

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
6.0"	A.C. (Final Stage)	12.0
1.5"	A.C.W.S. (Open Graded Cl. C)	3.0
4.0"	A.C.B. (Cl. C)	8.0
10.0"	A.B.	10.0
21.5"	Final Stage	33.0
15.5"	Immediate	21.0

*EXISTING ROADWAY
(18' Width)

6.0"	A.C. (Final Stage)	
1.5"	A.C.O.L. (Open Graded Cl. C) with an extra allowance (1.0") for leveling.	

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

~~ExHxWxXx~~
~~AssIxxxSIxxIxxHighwayxxEngineexx~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

* Deflection measurements indicate that for a Ten Year Design Period seven and one-half inches asphaltic concrete overlay is required. To satisfy the requirement, a one and one-half inch flexible mat will be placed now with the final stage to be placed at some future date depending upon visual inspections and deflection measurements. The Final Application shown for "New Work" is controlled by the requirements of the "Existing Roadway."

8593

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1977

Salem, Oregon

FILE:

FROM: Rod Henry
for J.B. Boyd, R/W Engineer

SUBJECT: Right of Way Status
Federal-Aid Projects

TO: L.W. Ruilien
Project Management Engineer

The following projects have been inspected by our Regional R/W personnel. To the best of my knowledge the following statements are correct with regard to the rights of way on the following projects.

No additional rights of way were required for the following:

Grande Ronde River (Pierce Lane) Bridge, Union County

M4680(1) & M4755(1) Cherry St.-Wallowa Lake Hwy., Union County

Hazel St. Improvement, City of Jefferson, Marion County

[redacted] City of Rockaway, Oregon Coast Hwy. to [redacted] Tillamook County

1977 SCA Chocktoot (R.R. R/W to 1st St.) & 1st St. (Schonchin to 2nd St.), City of Chiloquin, Klamath County

Additional R/W was acquired in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, on the following projects:

OS-1000(1) S. Umpqua River (Gazley Rd.) Bridge Section, Douglas County

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unity. These will be certified separately by the Utility Engineer.

RH:DJL:lcs
cc: R.L. Schroeder
V.E. Skoog
J.E. Chidsey
D.A. Ridings
F.R. Lowe
C.J. Mathias
each project file

PROJECT MANAGEMENT

MAR 18 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
MAINOR C. HOLMES

8593

oca-77

OREGON STATE HIGHWAY DIVISION
State Highway Building, R[illegible] 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: [redacted] Project No. 2-7-77
Project Name N. Third Street
Oregon Coast Highway to N. "F" Street

Regarding the above referred to [redacted] project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to [redacted] project have been authorized by permit, franchise, or other approved procedure.

Signed at Rockaway, Oregon, this 8th day of Feb., 1977

City of Rockaway

Kenneth Chanteau
Mayor

Rosemary Walker
City Recorder

CC: F. Love
D.E. Swan
C.T. Keasey
J. Chidsey
Seal 2-8-77

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB - 8 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

8593

February 4, 1977

Ms. Rosemary Walker
City Recorder
City Hall
Rockaway, Oregon 97136

Re: N. Third Street
Oregon Coast Highway to N. "F" Street

Dear Ms. Walker:

Although it is apparent no additional right-of-way is required for the above project, it is necessary the city furnish certification of right-of-way and utilities.

Attached are two copies of an instrument to be executed by the mayor and city recorder. In your case, items A-1 and C-1 should be checked.

Please return one copy of the certification to this office as soon as possible to insure that no undue delay of the project advancement will be encountered.

Very truly yours,

Robert H. Prange
Local Projects Manager

FFH:sch

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8593 2-4-76

File: 329-1466
Third Street (Rockaway)
Tillamook County

NARRATIVE REPORT

Survey: A survey centerline, all tangent, located in the center of the street R/W, was established as the location survey reference line. All topog. and cross sections are related to this line. For elevations a level circuit was run to OSHD B.M. U47 on level line # 64(located about 500feet south of the project). The location center line will also serve as the construction centerline.

Project: The subject project is on the Highway Divisions 1977 Special City Allotment Program. After preliminary liaison work with the City of Rockaway a number of alternate designs for improvement of 3rd street were prepared. The alternate designs were given to the city for their review, (Attached is a copy of the design alternates). On January 11, 1977 the City Of Rockaway selected alternate A-2 as the one that should be built.

Alternate A-2 was then compiled in more detail and is being submitted for use in preparing project plans and specifications.

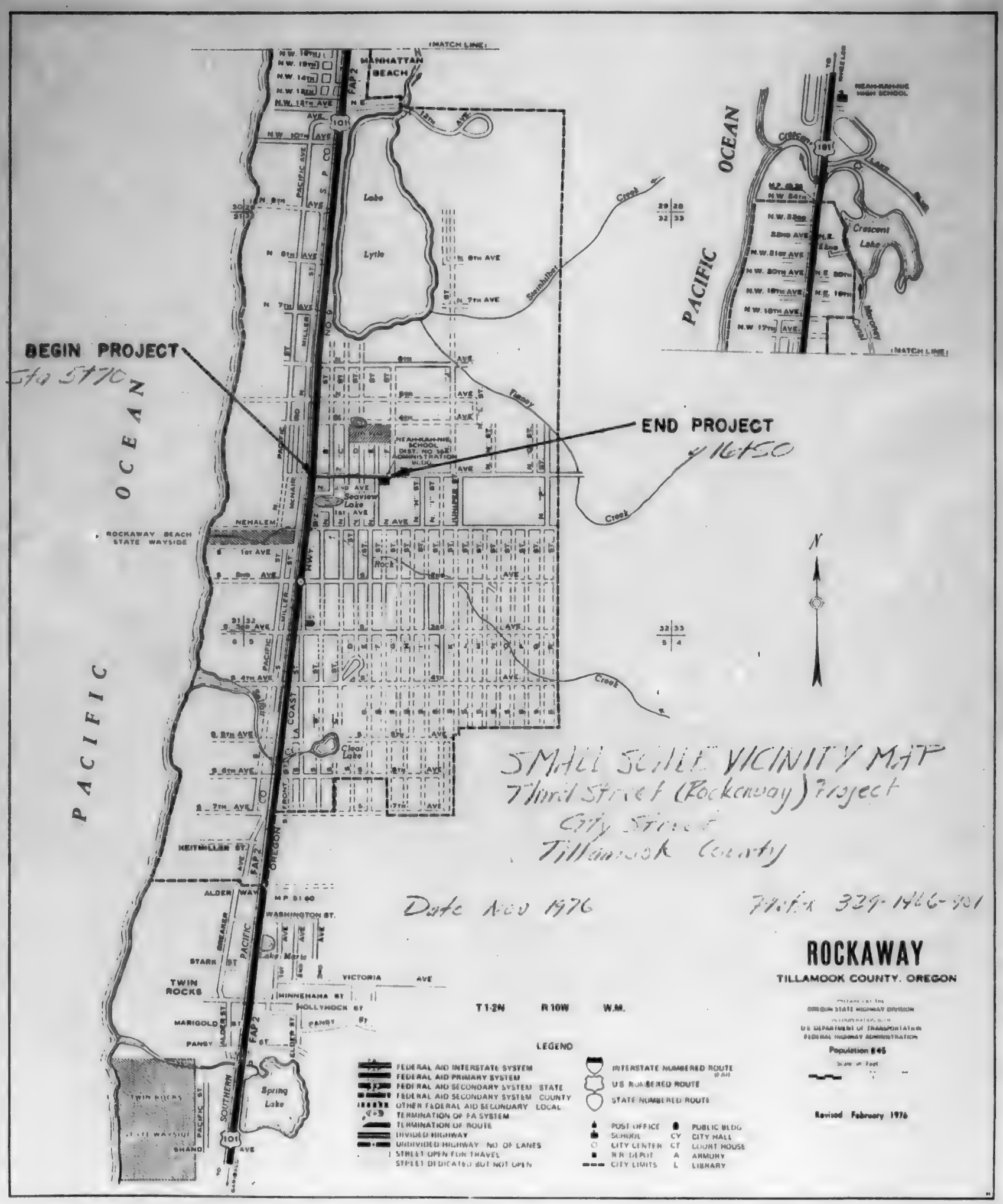
The Alternate selected by the City consist of increasing the serfaced width of Third Street from 16 feet to 28 feet. This would be a complished by rebuilding and surfacing the existing shoulder areas and overlaying the existing 16 feet wide A.C. surfacing from Station 5+70 to Station 16+50. Excess material excavated from the shoulder areas is to be hauled to a city owned dump site located near the city's sewage treatment plant on South Third Street.

Rock shoulder outside the new pavement will be built as wide and flat as practical. Use of $\frac{1}{2}$"-0 aggregate is recommended as this fine sized aggregate will provide a smoother and more neat appearing sholder slope. All side street connections and one driveway which is already surfaced will be surfaced.

Except at the intersection of 3rd Street and the Oregon Coast Highway there are no existing cross culverts or culverts under the connecting streets and widening the roadway will not require that any new culverts be installed.

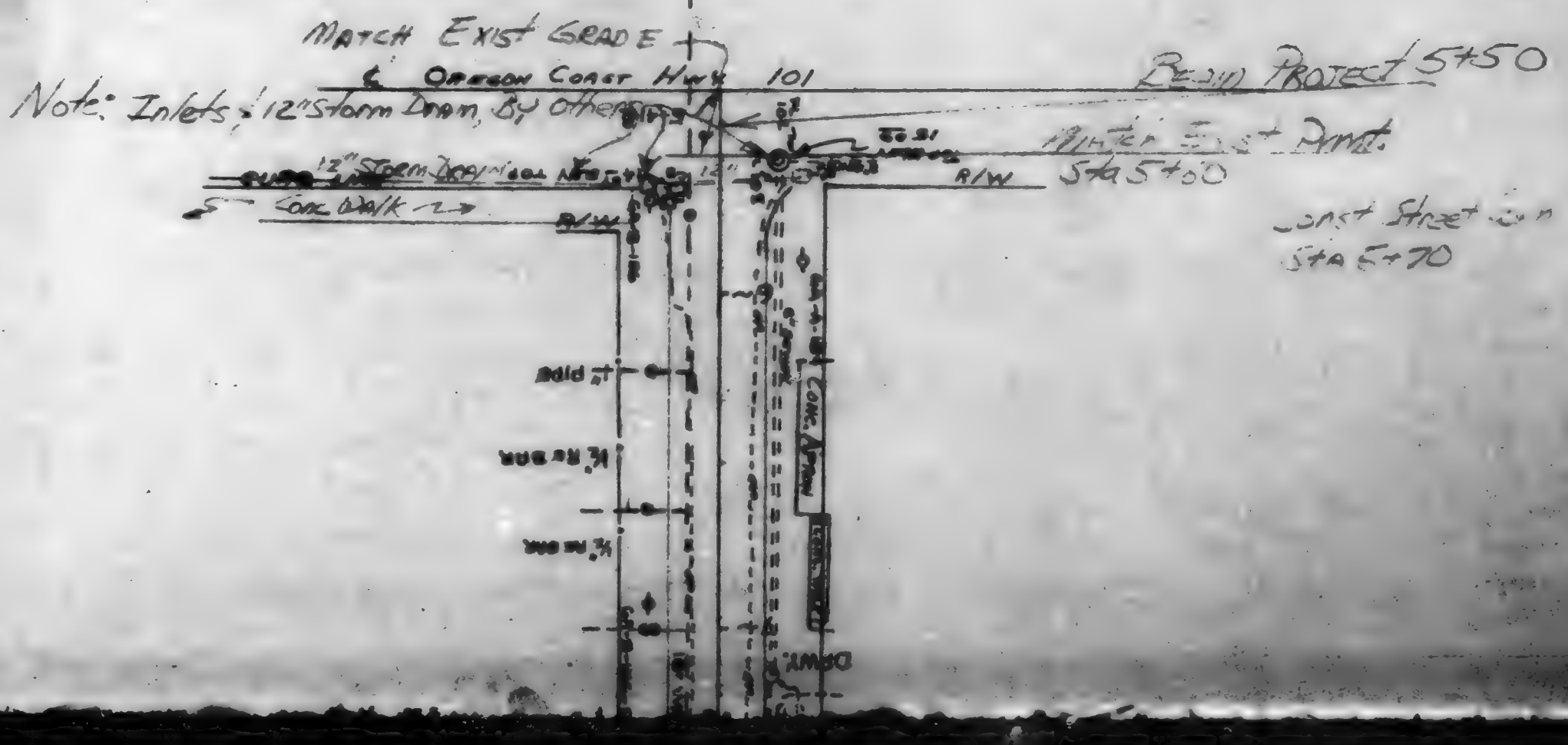
The inlets and storm drains presently in place at the intersection of 3rd Street and Oregon Coast Highway do not function, resulting water ponding at this intersection. Two new inlets, a storm drain crossing 3rd Street and an outlet drain running to the south about 400 feet along the east gutter line of the Oregon Coast Highway needs to be installed to correct this drainage problem. This drainage work, although needed, is not included as part of the subject project as it would raise the cost of the project above the $40,000 limit the city can afford. It is planned to have the city install the needed inlets and storm drains, with State Maintenance providing materials and whatever help that is necessary, by early this spring, before the project is advertised.

Unless noted in the "suggested" special provisions all items of work on the project would be done according to the Standard Specifications for Highway Const..


BEGIN PROJECT
Sta 5+70
END PROJECT
Sta 16+50
OCEAN
PACIFIC
MANHATTAN BEACH
Lake Lytle
Crest
Steinhilber
Tiesey
Creek
Seaview Lake
Clear Lake
Spring Lake
Crescent Lake
NEAH-KAH-NIE SCHOOL
NEHALEM
ROCKAWAY BEACH STATE WAYSIDE
TWIN ROCKS
OREGON COAST HWY
FAP 2
N
SMALL SCALE VICINITY MAP
Third Street (Rockaway) Project
City Street
Tillamook County
Date Nov 1976
Proj. 329-146-01
ROCKAWAY
TILLAMOOK COUNTY, OREGON
T 1 S 2 N R 10 W W.M.
Population 845
Revised February 1976
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

D 1948



Crosby Street Conn
Sta 7+88

Crosby Street Conn
Sta 9+60

N

S & N. B ST.

S & N. C ST.

R/W

R/W

CONSTR

(3) DRWY

R/W

R/W

7~

8~

9~

10~

11~

Const. Sheet Conc. Sta. 11+70

Const. Joint Sta. 12+55

Const. Sheet Conc. Sta. 13+60

℄ N. D st.

℄ N. E st.

R/W

CA-8-105-R4

¾" PIPE

CA-8-105-R5

CA-8-105-R6

CA-8-105-R7

CHAIN LINK

8" SEWER

R/W

CA-8-105-R8

CA-8-105-R9

CA-8-105-R10

CA-8-105-R11

CA-8-105-R12

CA-8-105-R13

CA-8-105-R14

CA-8-105-R15

CA-8-105-R16

CA-8-105-R17

CA-8-105-R18

CA-8-105-R19

CA-8-105-R20

CA-8-105-R21

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CA-8-105-R40

CA-8-105-R41

CA-8-105-R42

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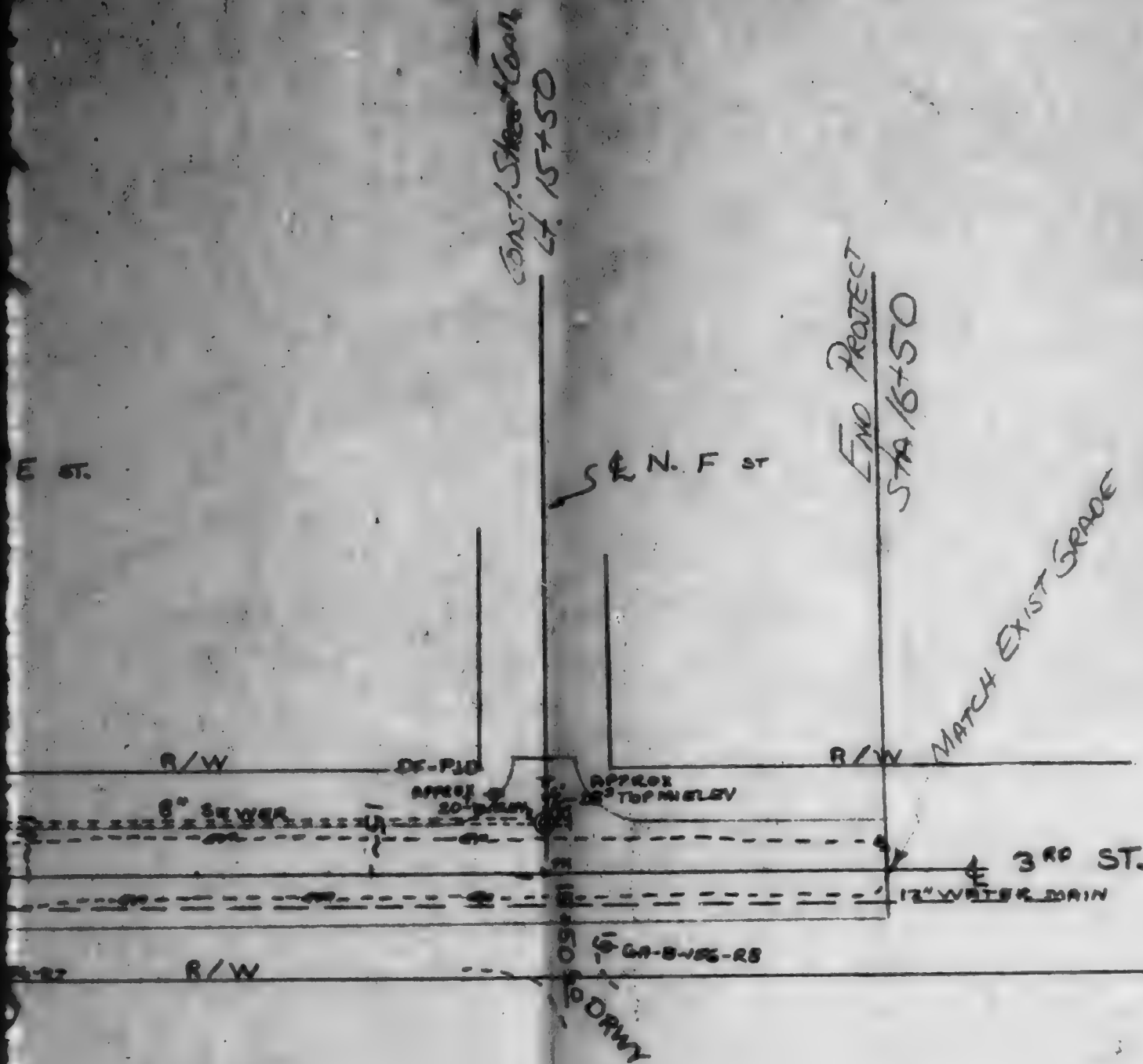
CA-8-105-R44

CA-8-105-R45

CA-8-105-R46

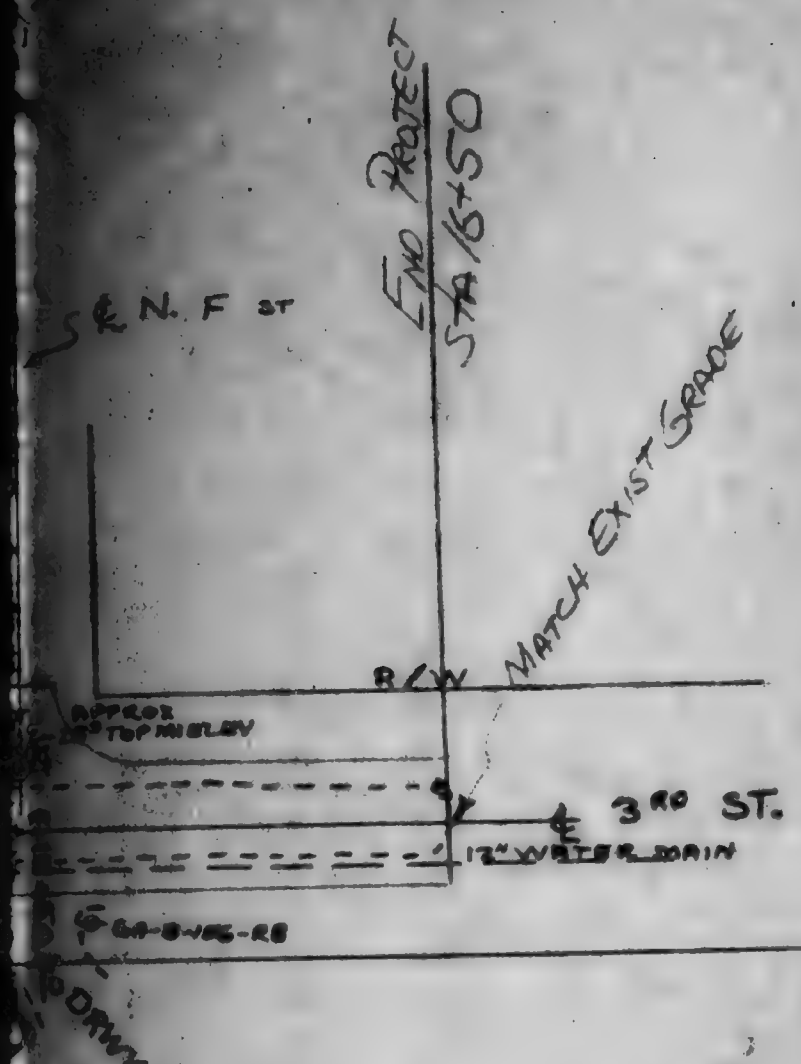
CA-8-105-R47



SCALE 1"=50'

Note: Adjustment of Utilities Water Line & S
by Others (City of Rockaway)

10-76



Note: Adjustment of Utilities Water Line & Sewer Line
By Others (City of Rockaway)

DATE

BY

ORIGINAL SURVEY

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

NOTE BOOK

NO.

5~

6~

7~

30

25

20

15

10

K·E IMPERIAL™ 70765

7~ 8~ 9~ 10~ 11~

General Ex. 800 sq. ft. (740 sq ft excess)
Ent. 40 sq

JUNE

JUNE

Football Field
@ E

ORIGINAL G

12" WATER MAIN APPROX TOP PROFILE

Prison Ent.
APPROX
12" EL 84.67

11~ 12~ 13~ 14~ 15~

Section to Waste Site At South Terminal

Finish Grade

EXISTING GROUND

WATER MAIN

8" SEWER

20-FL. ELEV

SCALE:

VERT 1" =

HORZ 1" =

14~

15~

16~

30

25

20

15

10

5

EXIST. 8"

EXIST. 8"

EXIST. 8"

OREGON STATE HIGHWAY DEPARTMENT

3rd. st. ROCKAWAY

CITY STREET

TILLAMOOK COUNTY

C. ANDERSON Resident Engineer
Dec. 1978

85.93

9

October 22, 1976

City of Rockaway
City Hall
Rockaway, OR 97136

Attention: Rosemary Walker
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5844

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of N. Third Street (Oregon Coast Highway to City Limits).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

bkr

Enclosure

be: Don Harwell (agreement attached)

Form 81-734-3030 8593 SCA

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Rockaway (N. 3rd Avenue) ~~Coast Hwy. No. 9 ECL Rockaway~~ Date October 11, 19 76

Highway City Street Authorization No. 1

County Tillamook Survey Prefix 329-1466 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the intersection of N. Third Ave. and the Oregon Coast Hwy., No. 9. The easterly terminus is the ECL of Rockaway.
Total project length is 0.19 miles.

Typical section to be determined during the survey.

RECEIVED
COUNTY & CITY SECTION
OCT 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimate to widen and overlay No. Third Ave. This is one of the Special City Allotment Projects approved by the Transportation Commission on September 28, 1976.

Estimate of cost:

Field	901	2,600	
Plans	905	500	
Soils	910	750	
Utility	914	100	
Specifications	921	350	
Environmental	923	200	SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: James E. Chaney for C. Anderson
James E. Chaney — Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Peppin — Location Engineer

Approved:
Deputy — Assistant State Highway Engineer

SP*19760-734

SCA

8593

October 1, 1976

Rosemary Walker
City Recorder
P.O. Box 35
Rockaway, OR 97138

Dear Ms. Walker:

Enclosed are three copies of an agreement covering the 1977 Special City Allotment project on N. Third Street (Oregon Coast Highway to City Limits).

Please have the Council consider the contents of the agreement, and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and yourself to sign the agreement. Return all three copies of the agreement and resolution to this office. After certification by the Administrator and Highway Engineer, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

D. H. Harwell
County-City Engineer
County-City Unit

FFH:dp
Encl.

☐ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8593

September 30, 1976

Rosemary Walker
City Recorder
P.O. Box 35
Rockaway, OR 97138

Dear Ms. Walker:

Your proposed project on N. Third Street (Oregon Coast Highway to City Limits), was submitted and approved by the Transportation Commission for construction in 1977 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $39,980, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:dp

☐ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8593

ACA-7
1-56

June 29, 1976

Memo to the Files

FROM: F. F. Hildebrandt
Engineering Specialist

RE: City of Rockaway

On the east end of the project is a nursery and a grade school. On the west end is the Parkway Motel and Jack Scovel Service Center. On the east end there is some new housing going in just out side of the city limits. This appears to be a fairly used major road to the outskirts of the city. It is cracked, narrow, patched from cross lines and in general need of repair.

I talked with Mayor Christensen and he informed me that the logging outfit "Columbia Mill" (I believe) haul logs down this street, also the school I mentioned prior, had reopened and this is the shops for the high school. Also a kindergarden and another office. The city recently annexed another section easterly from this area and the city limits now is about 6 or 8 blocks easterly. Mr. Christensen told me that they had just passed a small levy of $15,000 per year for street improvements. We talked over the two ways to go on the program and the State Administered was the way they wanted to go. The city was very cooperative and the street is sadly in need of repairs. I would class this as a number 2.

FFH:dp

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8593

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Date: June 29 1976
City: Rockaway Reg: 2
Population: 1971: 665 1976: 875
Street: N. Third Street
Project: City _____ State ✓

No. of Previous Projects 1
Last Project 1956 (Year)
Total SCA Funds $ 13,717
Funds/Capita $ 16.23
Average/Capita $ 35.42

EXISTING
Surface Now in Place: A.C. ✓ Oil _____ Gravel _____ Concrete _____
Surface Width: 18 Ft. Shoulder-to-Shoulder Width: 28 Ft.
Curb-to-Curb Width: _____ Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED
Surfacing: A.C. ✓ Oil _____ Other _____
Pavement Width: 26 Ft. Shoulder Width: 3 Ft. C-C Width: _____ Ft.
BASE DESIGN: A.C: 3 in. Base: 9 in. Lime T.S.G.: _____
Length: 0.19 Mile, _____ Ft. Type Curb: _____ Walks _____ Ft.
Remarks:

8-18-76 ESTIMATE Prices Include 8% Mobilization

	88 Unit	Gross	Price	Amount
Temp. Prot. & Direct Traffic	All	100%	$	$ 1350.00
General Excavation	Cu. Yd.	900	7.50	6750.-
Aggr. Base	Cu. Yd.			
1"-0 Aggr. Base 9" Deep	Sq. Yd.	2430	4.35	10,657.50
Cement Treated Subgrade	Cu. Yd.			
Cement in Treatment	Ton			
Class "C" in AC 3 Deep	Sq. Yd.	2120	5.10	10,812.-
Concrete Inlets	Each			
Concrete Curbs	Lin. Ft.			
Concrete Walks	Sq. Yd.			
Asphalt ~~Concrete~~ Driveways, Extra For	Sq. Yd.	16	175.00	2800.-
_____ Inch Sewer Pipe	Lin. Ft.			
_____ Inch Culvert Pipe	Lin. Ft.			
Adjust Manholes	Each			
Adjust Inlets	Each	+		
			TOTAL	$32,370.-
			Engineering and Contingencies (20%)	6510.-
			TOTAL	$39,080
			City's Estimated Share of Survey	$ 900
			TOTAL ESTIMATED COST	$39,980

Rockaway N. 3rd Sts

0.19 Miles = 1003.

Grading - $\frac{1003 \times 24 \times 10}{27}$ = 892 Cu. yd.

Surfacing $\frac{1003 \times 22}{9}$ = 2452 Lin ft.

Surf - $\frac{(1003 \times 10) + 1003 \times 9}{9}$ = 2117 Lin ft

Rockaway

N. 3rd Ave.

School

"F"

0.19

18'
(4 mx

"E"

"D"

0.13'

"C"

0.07'

"B"

0.04

0.0

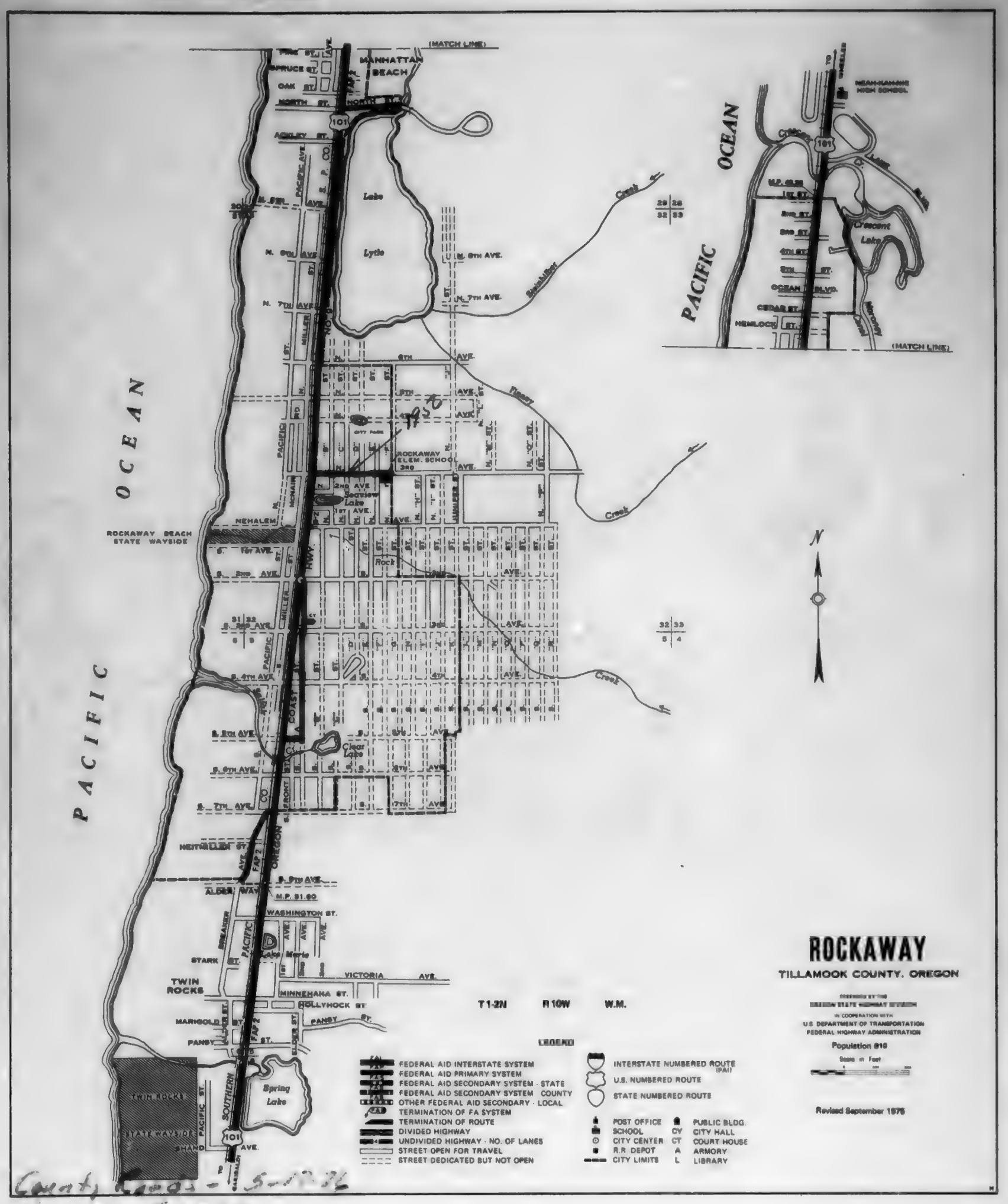
Oregon Coast Hwy

Rockaway

N. 3rd Ave.

F Street looking west

Coast Hwy looking East


(MATCH LINE)
MANHATTAN BEACH
SPRUCE ST.
OAK ST.
NORTH ST.
ASHLEY ST.
PACIFIC AVE.
S. P. CO.
101
Lake Lytle
N. 8TH AVE.
N. 7TH AVE.
Creek
OCEAN
PACIFIC
6TH AVE.
5TH AVE.
4TH AVE.
CITY PARK
ROCKAWAY ELEM. SCHOOL
3RD AVE.
2ND AVE.
1ST AVE.
Sunview Lake
NEHALEM
ROCKAWAY BEACH STATE WAYSIDE
S. 1ST AVE.
S. 2ND AVE.
S. 3RD AVE.
S. 4TH AVE.
S. 5TH AVE.
S. 6TH AVE.
S. 7TH AVE.
Clear Lake
HEMLOCK ST.
ALDER WAY
M.P. 91.90
WASHINGTON ST.
STARK ST.
Lake Maria
VICTORIA AVE.
TWIN ROCKS
MINNEHAHA ST.
HOLLYHOCK ST.
MARIGOLD ST.
PANSY ST.
TWIN ROCKS STATE WAYSIDE
SHAND AVE.
Spring Lake
SOUTHERN PACIFIC
OREGON COAST HWY.
FAP 2
MILLER
MCMAIN
HUMBUG
BREAKER
FRONT
ELDER
PACIFIC
MEAN-HANAHE HIGH SCHOOL
Crescent Lake
OCEAN BLVD.
CEDAR ST.
HEMLOCK ST.
MERCURY
(MATCH LINE)
N
T 1-2N
R 10W
W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM · STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY · LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY · NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (PAH)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
ROCKAWAY
TILLAMOOK COUNTY, OREGON
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 818
Revised September 1975

8593

3-9-76

RESOLUTION #88

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Rockaway is an incorporated city of the State of Oregon and has a population of 845 as given by the latest official census; and

WHEREAS, the following streets of said city,

North Third Avenue

RECEIVED
COUNTY & CITY SECTION
MAY 13 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ HPE ☐ BE ☐ RE ☐ HPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of Rockaway does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Kenneth O. Christensen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of March, 1976.

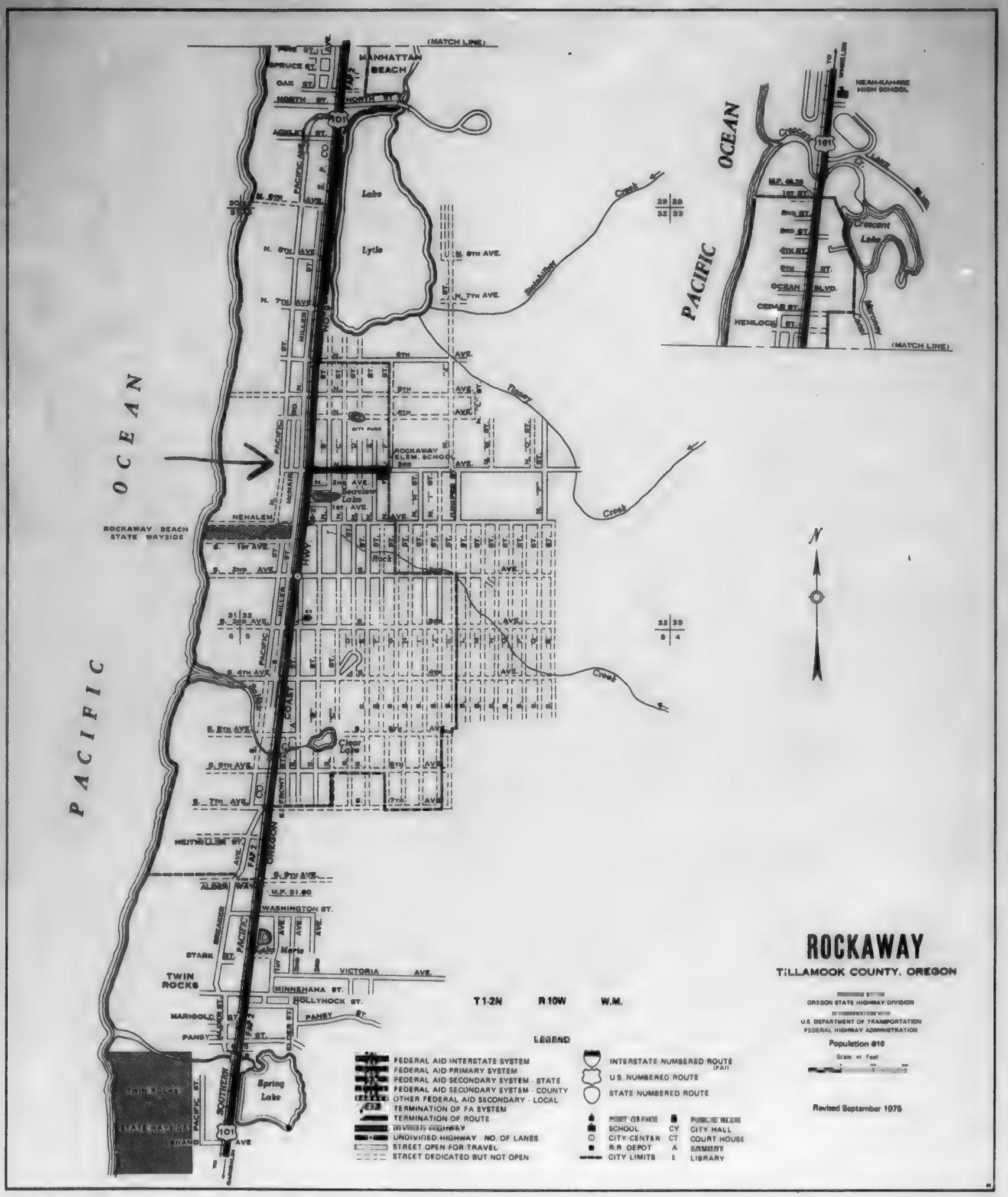
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Rockaway at a regular or special meeting of said Council, held on the 9th day of March, 1976, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1976.

Rosemary Walker
City Recorder



ROCKAWAY

TILLAMOOK COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 818

Revised September 1975

8593

SCA

PROJECT DATA. CITY OF Rockaway Date 3/10/76

To be financed by Special City Allotment Fund and necessary city funds.

Street name North Third Avenue
(Locate project on attached map.)

Project length 1000 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~40~~ 28 feet, width of shoulders: ~~10~~ 4 feet ea. side

Curbed section; width curb to curb: 60 feet

Remarks The present roadway has excellent base and need is for widening paved lanes.

Surface now in place: Oil ____ Paving x Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: all 40 feet

Are intersecting streets curbed? Yes ____ No x

Remarks Curbs in this area are not desired.

CONCRETE CURBS:

Now in place? Yes ____ No x

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: n/a feet

Does city desire special type of curbs? Yes ____ No x

Explain: Curbs are not practical in this area.

RECEIVED
COUNTY & CITY SECTION
MAY 13 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SIDEWALKS

Are sidewalks now in place? Yes____ No x

Present sidewalks, Length: _____feet; Width: _____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No x

Width of sidewalks to be constructed: n/a feet

Are sidewalks to be constructed only on one side of street? Yes n/a No____

Are sidewalks to be constructed on both sides of street? Yes n/a No____

Give: Length to be constructed and On which side of street

N/A_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No x ; Width: _____feet

Remarks All utility lines are now in place

STORM SEWERS -

Now in place?. Yes____ No x

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No x

To be constructed as part of project? Yes____ No x

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 7½ feet

Remarks Storm sewers are not used in this area as natural run-off is adequate.

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3½ feet

Remarks New water mains have just been constructed.

DRIVEWAYS:

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No n/a

Portland cement? Yes ___ No n/a

How many? n/a

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks Driveways will be off shoulder which will not be paved.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No x

Electric poles? Yes x No ___

Which company? Tillamook People's Utility District
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No x

Which company? n/a

Is crossing presently protected by automatic railroad signals?

Yes n/a No ___

Remarks

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks The present roadway has good base, and is now paved. Due to excessive wear and heavy traffic the roadway needs to be widened and resurfaced.

GENERAL INFORMATION:

Are city finances available? Yes ___ No x

When available? Date _____

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

Other undeveloped city streets in the general area.

General remarks: North Third Avenue has received heavy and unusual wear during the past two years as the School District #56 established a Kindergarten, log trucks from Publisher's Paper area east of the city use this street for access to highway 101, and a new reservoir has been built at the head of N. Third.

By Kenneth O. Christensen
Kenneth O. Christensen Mayor

By Rosemary Walker
City Recorder or City Manager

By Glen Wood
City Engineer

8593

Rockaway
SCA
SB 448
City Map Corr

MEMORANDUM TO THE FILES

DATE: January 29, 1976

FROM: D. N. Harwell
County-City Engineer

RE: Mapping
City of Rockaway

On Thursday afternoon, January 22, I met with the City Recorder of Rockaway, Rosemary Walker, regarding various concerns of the City of Rockaway as it relates to highway and city street matters. One concern was that of a new map published in August, 1975, with suggested changes. This should be brought to the attention of Mr. Rudy Wellbrock. It is basically those streets between the old Manhattan Beach area and the old original Rockaway, which is entirely within the City of Rockaway. The original street, called Steinhilbor Street, has now been renamed to N. W. 9th Street, and a street that was inadvertently left off the map in the Manhattan Beach area was Walnut Street. It lies just westerly of Miller Avenue, which is parallel and westerly of the SPRR, bascially between Oak and Spruce Streets. Attached is a letter presented to the city council for public hearing purposes renaming all those named streets to numbered streets in the old Manhattan Beach area of Rockaway. This I submit directly to Mr. Wellbrock of our Location Section for incorporation in his mapping review and procedure

The second item of concern was that of the SCA program. It was indicated tha the city has never received a grant from this and is very interested in the program. A project was constructed in 1956 on N. 3rd Street. They propose to submit a request for this same street, a very heavily used street, namely 3rd Street, lying easterly of US 101 to the east city limits of Rockaway. This serves a large timber holding, heavily used by trucks, a direct access to a grade school-kindergarden combination, and various residential propertie in the immediate vicinity. They at this time do not know whether they desire a grant-in-aid or a state-oriented project. That will be determined at a later date, but they would at least like to submit the proper applications, have it investigated, and then make their final decision.

The third item is that of Senate Bill 448. She expressed an interest in this as it relates to borrowing power for improvement of various roads or streets in the immediate City of Rockaway. As near as I could figure the City of Rockaway received approximately $800 a month. This would mean approximately $200 a month payback, and would give them borrowing power between $19,000 and $20,000 for a ten year period, not to exceed 7 percent, and the payback for this $19,000 to $20,000 loan would be approximately $24,000. These are strictly estimates based on records she had and would be subject to final determination and approval of the Transportation Commission and incorporation into the request for additional funds to be administrered by and through Senate Bill 448. This is strictly tentative with the city and would be subject to actual written request to participate in the program.

DNH:sch

Attachment

cc: Region 2
Location
Project Management

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8594 N. Cherry St.-Wallowa Lake 1977
Hwy. Sec. at east city limits of
La Grande (Grading & paving)

C+O 5765 11-15-74

#8594

L.

July 6, 1981

Honorable Robert A. Brogoitti
State Representative
House of Representatives
Salem, Oregon 97310

Dear Representative Brogoitti:

The City of LaGrande has three projects under the Federal Aid Urban program. Since the beginning of the Urban program in 1972, the City has been allocated $384,634 and by special approval from the League of Oregon Cities and Association of Oregon Counties, has also received approval for a 7-year advancement of $323,883 which makes $708,517 of FAU funds for LaGrande.

copies #8795 21-10 CON LaGrande

The Federal-Aid part of the funding requirement for the City's three projects is as follows:

Cove Avenue and Portland Street (Completed; Original full amount of federal funds approved by Oregon Transportation Commission, $134,160)	$216,629
2nd Street Viaduct (Completed, waiting for final billing; Original full amount of federal funds approved by Oregon Transportation Commission, $172,550)	217,415
SUBTOTAL	$434,044
Less Funds Allocated Through Fiscal 1981	384,634
SHORTFALL (or overrun) PRIOR TO GEKELER LANE	$-49,410
Gekeler Lane (Original full amount of federal funds approved by Oregon Transportation Commission, $326,480)	$336,369
Less 7-year advancement	323,883
SHORTFALL (or overrun) FOR GEKELER LANE	$-12,486

Total Shortfall = $49,410 + $12,486 = $61,896

There is no bookkeeping error, there simply are not enough federal funds to cover the cost of what has been constructed and what the City wants to construct.

The City has alternatives to reduce the shortfall. They could have financed the overruns on the completed projects with City funds. They can either finance the extra costs on Gekeler Lane with their own funds or they can reduce the scope of the work. They submitted a proposal on June 18, 1981 (copy attached) that reduces the scope of the project and decreases the Federal participation rate to 82 percent.

I trust this helps to clear any misunderstanding and we can advance this project to construction in the near future.

Sincerely,

for H. S. Coulter
State Highway Engineer

GEZ:pf
Attachment

bcc: Lynn Hamilton
Bill Hamilton
Noel Klein
Bill Penhollow
W. E. Schwartz
D. H. Hoehring

ROBERT A. BROGOITTI
UNION, WALLOWA AND
UMATILLA COUNTIES
DISTRICT 58

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ 1511 Adams Street
La Grande, Oregon 97850

COMMITTEES
Vice-Chairperson:
Trade and Economic Development
Member:
Legislative Rules and Operations
Transportation

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 25, 1981

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, OR 97310

Dear Scott:

We are enclosing a copy of a letter we recently received from Lynn Hamilton, La Grande City Manager, relative to the $60,000 shortfall on the FAUS Gekeler Lane project. As indicated on the attached Interoffice Memo from D. E. Swan, Operation Programming Engineer, dated 12/22/80, the full amount was initially approved.

We would greatly appreciate your early assistance in clarifying this problem.

Kindest regards,

Bob

Robert A. Brogoitti
State Representative

RAB:ml
Encl.

RECEIVED
STATE HWY ENGR
JUN 29 '81
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

June 18, 1981

RE RCE RAE ROE

RFA JUN 1 8 1981

RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
Oregon State Highway Division
Box 850
La Grande, OR 97850

RE: Gekeler Lane FAUS project

Dear Roger;

The City of La Grande wants to proceed as fast as possible with the subject project. We understand that there is a shortage of Federal funds and that the project cost will have to be reduced and that local participation will have to be increased. It is therefore requested that the following actions be taken to expedite the project.

1. Substitute 82% Federal participation for the existing 88% Federal participation in the City/State Agreement #7437 dated January 21, 1981.

2. Reduce the project costs as follows:
   a. Eliminate overlay from Sixth Street to Seventh Street.
   b. Reduce curb to curb width from the existing 44 feet to 40 feet.
   c. Eliminate the chain link fence abutting Birnie Park.
   d. Reduce width of bike path located on the North side of Gekeler Lane from the existing 10 feet to 8 feet.
   e. City will adjust utilities without reimbursement.
   f. City will widen and extend the existing 5 foot wide P.C.C. sidewalk on the north side of Gekeler Lane between Sixth and Seventh Streets, and will build ramps at Sixth Street, all at no cost to the project.

The City wants to retain the option of constructing as much of the original design as possible, depending on the availability of Federal funds and depending on how the bid costs come in. We would much prefer not having to reduce the project as outlined in Item 2 above, but realize that it is the only chance we presently have to build this much needed project.

We also realize that we will be heading towards a repeat of the Cove Avenue project which had to remain in an uncompleted status through the winter. This problem is probably less severe than trying to compensate for the cost increases which would have to be faced with a one year delay in the project.

Sincerely,

Wm. A. Hamilton

Wm. A. Hamilton
City Engineer

WAH/mc

CC: Lynn Hamilton, City Manager
Ron Gross, Public Works Director
Ron Perkins, Parks Director
John Hergesheimer, Asst. City Engineer.

Cy - J. A. Schlienkie

Gary Zehner

JUN 18 19

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

June 16, 1981

Mr. Bob Brogoitti
State Representative
Room 366, State Capitol Bldg.
Salem, OR 97310

Dear Bob:

Since our conversation last week, we have tried unsuccessfully to discover a substantial reason for the approximate $60,000 shortfall on our FAUS Gekeler Lane project. The best explanation so far is that a bookkeeping error was made and the state just now found out about the problem. An error of this magnitude has the potential to severely limit this project. Both the County and City have already made budgetary plans to complete the project based on the fact that the full amount of $326,480 would accrue to the project. A change at this time would be virtually impossible. Additionally, right-of-way has been acquired from Eastern Oregon State College.

As you can see from the enclosed document dated December 8, 1980, the full amount was initially approved. If this situation cannot be remedied in some manner, the City's options are extremely limited. The scope of the proposed project will have to be scaled down. Bike paths, the overlay between Sixth and Seventh Street, and reduction of street width by four (4) feet will all have to be accomplished if the revised figure of $261,000 is firm.

Your assistance in clarifying this problem will be greatly appreciated. If you need additional information, please do not hesitate to contact this office.

Sincerely,

Lynn Hamilton
City Manager

LH/mc

Encl:

STATE OF OREGON

INTEROFFICE MEMO

☐ ☐ ☐ ☐
DATE: December 18, 1980 RME ROE

RFA DEC 22 1980 ☐

RECEIVED
REGION 5 OFFICE

TO: H. S. Coulter
State Highway Engineer

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of LaGrande is requesting a $371,000 project to reconstruct a 0.45 mile segment of "C" Avenue and Gekeler Lane. The project will provide a two-lane curbed facility with bicycle lane each side and a pedestrian/bikeway on the north side. State will perform preliminary and construction engineering. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
LaGrande	6th Street - 12th Street "C" Ave./Gekeler Lane, FAU 4620	$371,000	$326,480 21,000	$22,260	$22,260

Region 5 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

Date 12/9/80

GEZ:pf
Attachment
D. E. Swan - Please Program and Update PMS.
cc w/Attachment:

F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
C. T. Kegsey
R. L. Schroeder
G. Bell
J. H. Versteeg
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe

Region 5:
W. E. Schwartz
R. Lang
D. English

cc J. A. Schlosser
W. A Hamilton

PROJECT MANAGEMENT BRANCH
ASE ☐ SIE ☐
PLE ☐ RE ☐ PRE ☐
DEC 19 1980
REFERRED TO

#8574

STATE COPY

4-9-79

CC: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Union	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
April 9, 1979	David B. Carter, Area Engineer	M-4680(1) & 4755(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
June 16, 1978	October 25, 1978	149/200 = 74.5 %	200 calendar workdays

APPROVED EXTENSIONS	LOCATION
None	City Streets. City of LaGrande, Union County Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. CHERRY ST. - WALLOWA LAKE HWY. (LA GRANDE)
FAU 4680 & 4755 (COVE AVE. & N. PORTLAND ST.)
CITY OF LA GRANDE
Union County

This project provided for street improvements on two FAU routes in the City of LaGrande, Oregon.

The final contract amount of the original contract items $231,489.82. This is a 4.8 percent underrun of the contract bid amount of $243,045.50. The final amount of all work, including construction engineering, was $262,699.82. This is a 5.1 percent underrun of the original authorization of $276,707.90.

A final inspection of the project was made July 18, 1978.

All participating work on this project has been completed.

RECEIVED
STATE HWY ENGR
APR 16 '79
RETURN TO
FOR
Info | Inves | R/W | D/H | Sec | Agt | File

COPY SENT
APR 13 1979
Washington

4-16 cy to Kasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B. Carter — Original Signed by D. B. Carter Area Engr.		SIGNATURE: G. K. Hossner — Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE: 4-13-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

8594

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8594

Salem, Oregon

March 23, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: Memo to File

SUBJECT: N. Cherry St.-Wallowa Lake Hwy.
FAP No. M-4680(1) & M-4755(1)
Contract No. 8594
Recomputed Price Adjustment for
Non-Spec. Class "B" and
"C" A.C. Mixtures

The price adjustment for non-spec. Class "B" or "C" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amount P.A. #5	Recomputed Amount
#13 Class "B" or "C" A.C.	$766.88	$1,113.64

The difference in amounts is $346.76. The amount to be credited to the project on a nonparticipating basis is $173.38.

MDG:fr

cc: H. S. Coulter
FHWA/Att.
Robert Hector
Joe Schlieski
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
MAR 27 '79
REFER TO
FOR
Info Inves R/D ...ile

1594

November 1, 1978

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

Gentlemen:

On October 31, 1978, we wrote to you concerning release of final payment on Contract No. 8594 awarded to Baker Redi-Mix, Inc. for work on the N. Cherry Street-Wallowa Lake Highway Section of FAU 4680 and 4755 in Union County.

Final payment on this contract is $460.00 and the total contract amount is $231,403.87 including $432.95 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Enc

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

8594

10

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 13, 1978

Duane O. Christensen
Final Design Engineer

Joseph Schlieski
Resident Engineer

[redacted] N. Cherry St.-Mallow [redacted]
Cove Ave. & Portland St.
Union County

This is to acknowledge the receipt of the Construction Engineer's Narrative Report.

The experience gained from this project will be considered in the design of the future projects.

1. Date of award:

   There was pressure to let this contract as soon as possible, but more consideration could have been given to the construction season. This would have solved the problem of handling traffic during the winter months.

2. Base Design:

   Ten inches of A.C. was used because of local contractor experience in construction of treated bases.

3. The concern expressed in relation to curb straightness and conformance to grade was discussed with Specifications. They do not feel that it is appropriate to revise the specifications until a more in-depth review is made to determine the magnitude of the problem.

LKW:ab
cc: C. T. Keasey
W. E. Schwartz
Jack Sullivan

Verstoeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 13 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

CONSTRUCTION NARRATIVE REPORT

Subject: N. Cherry St.-Wallowa Lake Hwy
Cove Ave. & Portland St.
Union

Work to be done: Grading, paving, & Curbs
Contract: 8594
Baker Redi-Mix, Inc.

Date of Award: The letting of this contract was delayed for various reasons and work should not have been allowed to begin late in the fall. There was public pressure to get the work completed - since the streets had been in bad condition for years.

Base Design: With the road desing containing no aggregate base and the limitations on the asphalt paving during cold weather - we were left with traffic on the wet subgrade. Had the base design included some baserock the project could have wintered on the crushed base. The streets became almost impassable and a directive to the contractor was necessary to get the project into an acceptable and useable condition. The State allowed the contractor to place some excess crushed aggregate from the Orodell quarry as a temporary surfacing. Approximately 1,000 yds of rock was placed and worked into the subgrade by winter traffic. Ultimately we benefited from this work in a better subgrade.

10" A.C.

While we may have saved some money on this type of base design - it is not practical on this type of project, where we must maintain traffic and work in wet weather conditions.

Suspension of work: Work was suspended 3/1/78 thru 3/28/78 due to conditions considered unsuitable for the satisfactory performance of the grading work.

Completion Time: Even allowing for the 28 day suspension of work - the project was completed well within the specified completion time - the contractor used only 149 of the 200 calendar workdays allowed.

Utility Conflicts: There were the normal conflict with utilities - portions of these conflicts were the result of trying to work to close to existing utilities in lieu of having the utility relocated. In hindsight I'm going to recommend on future projects that the utilities be relocated to provide sufficient room for the contractor's operation. We tried too hard on this project to cooperate with the utility companies during the project design and eliminate moves that could be worked around by the contractor. Unfortunately the utility's cooperation ended abruptly when the contractor damaged their facility. I'm certain their cost for repairing the damage was insignificant compared to relocating all of their facilities thru out the project where the contractor's operation was hampered by the lack of working room, etc.

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Prepare letter Doc

Versteeg, Christensen, George, Olsen, Terpin, Sullivan COPY, Scott, Savage

RECEIVED
AUG 25 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

Plan Revision: Due to a conflict with a gas line the storm sewer along Cove Ave. was relocated from 19' left to 6' left. This relocation resulted in a slight increase in trench excavation and lateral pipe lengths.

Plan Revisions: Along the south side of Cove Ave. the plans called for a drainage outlet ditch approximately 1200' in length. A natural gas line conflicts with this ditch and the contractor was unable to properly complete this work. C P National does not have the time to relocate this gas line and therefore has agreed to shape this ditch at a later date when they can get to their relocation work.

A temporary outlet ditch was constructed with a backhoe and the contractor paid for this work on price agreement #4.

Curb Work: The type "C" concrete curbs were formed and poured by Concrete West, Inc. The only word you can use to describe this work is "poor". The materials and general alignment are good but the finish work is terrible. I'd like to see a specification for straightness and conformance to grade similar to that used on pavements. A 1/4" +/- in 10 ft. should be plenty. Presently our specs say -"reasonable conformance with plans". The word reasonable means something quite different to a contractor and to the engineer. On this project a good portion of the curbs should have been rejected due to poor finish lines and appearance. The only reasons they were not was the public pressure to keep the work progressing and complete the project in the shortest possible time with the least interference to residences and businesses.

In general I think the project turned out too most everyones satisfaction. During the construction it seemed to the public that work was not progressing fast enough - it definitely should not have been started in the fall.

Joseph A. Schlieski
Resident Engineer

8594 Final Report Report # 22 9

FORM 81-724-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Cherry St. - Wallowa Lake Hwy.		WEEK ENDING: June 23, 1978
		SECTION PREFIX: 331-1093
HIGHWAY: Cove Ave. and Portland St.		COUNTY: Union
NAME OF JOB: N. Cherry St. - Wallowa Lake Hwy.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Baker Redi- mix	CONTRACT NUMBER: 8594	FEDERAL AID PROJECT NUMBER: M-4680(1) & M- 4755(1)
DATE OF CONTRACT: September 12, 1977	DATE WORK STARTED:	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 200	WORK DAYS USED: 149
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 74.5
PROJECT AUTHORIZATION: $276,707.90		
EXCLUSIVE OF ENGINEERING: $254,766.30	ENGINEERING AUTHORIZATION: $21,941.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $254,766.30	ENGINEERING COST TO DATE: $24,301.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	This week: $524.55 PERCENT OF AUTHORIZATION 110.8 %	DATE PROJECT WAS COMPLETED: Junr 16, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.80				0.80
MILES PARTIALLY COMPLETED	0.80				0.80
MILES COMPLETED	0.80				0.80
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,476				5,500
TOTAL QUANTITIES CORRECTED TO DATE	4,476				5,500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,075				4,677
AVERAGE DAILY QUANTITIES	-				-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				-
NUMBER OF SHIFTS PER DAY	1				1
HOURS PER SHIFT	8				8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Cldy, warm			
MONDAY	19	Ptly cldy, warm			
TUESDAY	20	Ptly cldy, warm			
WEDNESDAY	21	Ptly cldy, warm			
THURSDAY	22	clear, warm			
FRIDAY	23	Ptly cldy, warm			
SATURDAY	17	Ptly cldy, warm			

BEN GIFFORD

RECEIVED
JUN 27 1978
CONSTRUCTION BRANCH

Keasey K — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	18	No activity
MONDAY	19	Final inspection of project.
TUESDAY	20	No activity
WEDNESDAY	21	No activity
THURSDAY	22	No activity
FRIDAY	23	No activity
SATURDAY	17	No activity

REMARKS

StatuS: Project completed 6-16-78, Final inspection on 6-19-78.
Semi - final to be submitted to Region 7-10-78

SIGNED Joseph A. Schliski LOCATION La Grande

Joseph A. Schliski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8594

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-33		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Union
MODIFICATION NUMBER 1	10-25-77	Project Number M-4755(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19 ,19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000	$ 98,434
Federal funds	$ 3,910	$ 76,975
Other revisions		

This modification is made for the following reasons:

Adding construction phase and increased cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October ,1977 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By G Kensey

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

File

OREGON STATE HIGHWAY DIVISION
Salem, OR October 14, 1977

FEDERAL AID PROJECT
No. M-4755(1)

WALLOWA LAKE HIGHWAY-COVE AVENUE (La GRANDE)
FAUS 4755, N. PORTLAND STREET
UNION COUNTY

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 7,000.00
Type Code 6201			
Roadway (Sta. "PO" 3+27 to Sta. "PO" 14+75)			
Mobilization	All Required (35%)		$ 3,500.00
Temporary Protection and Direction of Traffic	All Required (25%)		2,000.00
Temporary Signs	26 sq. ft.	5.00	130.00
Temporary Barricades	2 each	250.00	500.00
Flagmen	60 hour	20.00	1,200.00
Clearing and Grubbing	All Required (20%)		1,000.00
Removal of Structures and Obstructions	All Required (20%)		400.00
General Excavation	1,950 cu. yd.	2.50	4,875.00
Trench Excavation	265 cu. yd.	2.50	662.50
Finishing Roadbed and Slopes	All Required (40%)		600.00
Aggregate Base	70 ton	8.00	560.00
Class "B" or Class "C" Asphalt Concrete	2,310 ton	16.00	36,960.00
8-inch Sewer Pipe	212 lin ft.	6.00	1,272.00
12-inch Sewer Pipe	340 lin. ft.	14.00	4,760.00
15-inch Sewer Pipe	426 lin. ft.	18.00	7,668.00
Concrete Manholes	1 each	750.00	750.00
Concrete Inlets, Type CG-1	7 each	350.00	2,450.00
Concrete Walks	3 sq. yd.	18.00	54.00
Concrete Driveways	5 sq. yd.	22.50	112.50
Concrete Curbs	2,320 lin. ft.	4.00	9,280.00
Extra for Asphalt Approaches	1 each	150.00	150.00
Adjusting Manholes	3 each	300.00	900.00
Adjusting Lampholes	1 each	200.00	200.00
Adjusting Valve Boxes	4 each	50.00	200.00
			$80,184.00
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 125.00
Temporary Erosion Control (E. W.)	All Required		250.00
			$ 375.00
	Subtotal		80,559.00
	Engineering		10,875.00
	TOTAL		$91,434.00

Length of Roadway . . . . . 0.217 mile
Cost of Roadway Per Mile $421,354.83

Summary of Funds (78.20%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 7,000	$ 5,474	$ 763	$ 763
Roadway	91,434	71,501	9,966	9,967
TOTAL	$98,434	$76,975	$10,729	$10,730

Group 2 - 35%
Contract No. 8594
Prefix 331-1093
Prefix 331-1926

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 5-146	FEDERAL-AID PROJECT AGREEMENT 5-19-77	Oregon
		County Union
		Project No. M-4755(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such funds.

PROJECT TERMINI

City St. Portland Ave. (La Grande)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12/20/76	0.22
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.2%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,000	$ 3,910

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator MAY 19 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency

of Federal funds. (b) No obligation of previously apportioned

demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Oregon State Highway Division
Salem, Oregon May 12, 1977

Federal Aid Project
No. M-4755(1)

COVE AVE.-ISLAND AVE. (LA GRANDE) SECTION

CITY STREET IN UNION COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$5,000.00
	TOTAL	$5,000.00

Length of Project - - - - - - - - - - - 0.22 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 5,000.00	$ 3,910.00	$ 545.00	$ 545.00
Retain in Program				
Contract Work	81,000.00	63,342.00	8,829.00	8,829.00
TOTAL	$86,000.00	$67,252.00	$9,374.00	$9,374.00

Group 2 - 50%

Prefix: 331-1926

Pro Rata: 78.2%

8594

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 10-23		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Union
MODIFICATION NUMBER: 1	10-17-77	Project Number: M-4680(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000	$ 192,273
Federal funds	$ 3,910	$ 150,357
Other revisions		

This modification is made for the following reasons:

Increase cost of preliminary engineering and add construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of October , 1977 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H D Sulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

G-File

Oregon State Highway Department
Salem, Oregon October 11, 1977

Federal Aid Project
No. M-4680(1)

N. Cherry St.-N. Portland St. (La Grande)
FAUS 4680 (Cove Ave.)
Union County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 7,000.00
Type Code 6201			
Roadway (Sta. "CA" 10+00 to Sta. "CA" 40+66)			
Mobilization	All Required (65%)		$ 6,500.00
Temporary Protection And Direction of Traffic	All Required (75%)		6,000.00
Temporary Signs	70 Sq. Ft.	5.00	350.00
Temporary Barricades	10 Each	250.00	2,500.00
Flagmen	140 Hour	20.00	2,800.00
Clearing and Grubbing	All Required (80%)		4,000.00
Removal of Structures & Obstructions	All Required (80%)		1,600.00
Ditch Excavation	375 Cu. Yd.	2.50	937.50
General Excavation	2,150 Cu. Yd.	2.50	5,375.00
Trench Excavation	889 Cu. Yd.	2.50	2,222.50
Finishing Roadbed & Slopes	All Required (60%)		900.00
Aggregate Base	30 Ton	8.00	240.00
Class "B" or Class "C" Asphalt Concrete	3,190 Ton	16.00	51,040.00
18-inch Culvert Pipe	240 Lin. Ft.	8.50	2,040.00
8-inch Sewer Pipe	88 Lin. Ft.	6.00	528.00
12-inch Sewer Pipe	370 Lin. Ft.	14.00	5,180.00
15-inch Sewer Pipe	744 Lin. Ft.	18.00	13,392.00
18-inch Sewer Pipe	670 Lin. Ft.	25.00	16,750.00
Extra For Pipe Under Pavement	20 Lin. Ft.	20.00	400.00
18-inch Metal Flap Gates	1 Each	275.00	275.00
Concrete Manholes	6 Each	750.00	4,500.00
Concrete Inlets, Type CG-1	11 Each	350.00	3,850.00
Concrete Walks	703 Sq. Yd.	18.00	12,654.00
Concrete Driveways	255 Sq. Yd.	22.50	5,737.50
Concrete Curbs	2,660 Lin. Ft.	4.00	10,640.00
Extra For Asphalt Approaches	4 Each	150.00	600.00
Adjusting Manholes	4 Each	300.00	1,200.00
Adjusting Lampholes	1 Each	200.00	200.00
Adjusting Valve Boxes	9 Each	50.00	450.00
			$162,861.50

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 125.00
Temporary Erosion Control (E.W.)	All Required	250.00
		$ 375.00
	Subtotal	$163,236.50
	Engineering	22,036.50
	Total	$185,273.00

Length of Roadway - - - - - - - - - 0.581 mile
Cost of Roadway per mile- - - - - $318,886.40

SUMMARY OF FUNDS (78.20%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 7,000	$ 5,474	$ 763	$ 763
Roadway	185,273	144,883	20,195	20,195
Total	$192,273	$150,357	$20,958	$20,958

Group 1 - 65%
Contract No. 8594
Prefix 331-1093
Prefix 331-1926

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 5-145	FEDERAL-AID PROJECT AGREEMENT 5-19-77	Oregon
		County Union
		Project No. M-4680(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Cove Ave. (La Grande)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12/20/76	0.22
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 78.2%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,000	$ 3,910

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator MAY 19 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 12, 1977

Federal Aid Project
No. M-4680(1)

N. CHERRY ST.-PORTLAND AVE. (LA GRANDE) SECTION

CITY STREET IN UNION COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$5,000.00
	TOTAL	$5,000.00

Length of Project - - - - - - - - - - - 0.22 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 5,000.00	$ 3,910.00	$ 545.00	$ 545.00
Retain in Program				
Right-of-Way	500.00	390.00	55.00	55.00
Contract Work	81,000.00	63,342.00	8,829.00	8,829.00
TOTAL	$86,500.00	$67,642.00	$9,429.00	$9,429.00

Group 1 - 50%

Prefix: 331-1926

Pro Rata: 78.2%

8594

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Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8594 8-3-77 8

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED[illegible]L AID PROJECT NO.: M-4680(1) & M-4755(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70436 & 70441

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	8-3-77	FAU 4680 & 4755	City Streets

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL LOCATION:

"North Cherry St. - Wallowa Lake Hwy. Section"

GENERAL DESCRIPTION OF WORK:

Grade and Pave (Code 6201-Miles 0.798)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's August 1, 1977, letter I approve the revised PS&E as submitted for revised Total Estimated cost of $262,385-Federal Funds $205,183.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

J- 8574 D O 10

FORM 81.734.2080

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 12, 1977

FROM: Joe Schlieski

SUBJECT: N. Cherry St.-Wallowa Lake Hwy
Cove Ave. & Portland St.
FAU 4680 & 5755
Union County

TO: Duane O. Christensen
Final Design Engineer
Salem

Attn: Lyle Watson

Confirming my discussion with Lyle concerning proposed revisions to the subject plans and specifications.

We feel that the main reason for lack of interest from bidders on the subject project has been the present base design. The City wishes to delete the lime treated subgrade and the cement treated base. They proposed to give the contractors two alternate base designs.

1.) PMBB (plant mix bituminous base), with the present wearing course and the allowance for the future 1½" lift.

2.) Standard aggregate base approximately 14" deep with the present wearing course and the allowance for the future 1½" lift.

We'd recommend that the material specifications for both the PMBB and the baserock be as liberal as feasible - leaning toward commercial materials available.

The only other change we'd like to make is the deletion of all PCC driveway slabs where there is not an existing concrete driveway to meet or concrete sidewalk.

We 'd hope to expedite these changes and make every effort to get this project revised and back on the August 25th letting. If there are any problems we can assist with call us.

cc: City Engineer
Region
file

REFERRED TO

Board		Read	
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Erikson	✓	Waterer	
Hager		Wolfe	

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BY FINAL DESIGN ENGINEER

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1 Christensen	Don
Scott	
3 Swenson	
Savage	
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City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

July 8, 1977

Mr. Joe Schlieski
Oregon State Highway Division
Box 850
La Grande, Oregon 97850

Dear Joe:

The City Council at their July 6, 1977, meeting, by motion unanimously passed, asked that the State Highway Division be advised that they recommended that the bid from Baker Redi-Mix to do the street project on North Cherry Street-Wallowa Lake Highway Section of F.A.U. 4680 and 4755, be rejected. The motion further provided that the City Engineer's recommendation be accepted which was that the project be rebid on an amended set of specifications.

I know you have been working with the Assistant Engineer, Ron Gross, in this connection for details of the deletions and specification changes to lower the cost of the project. I further understand that the proposed date for opening of the rebid is August 25. If we can provide further help, please let us know.

Sincerely,

Max C. Thompson

Max C. Thompson
City Manager

mc

CC: City Engineer.
Region

7-11-77

8594

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July 11, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Job No. 13, North Cherry Street-Wallowa Lake Highway Section

In reference to my letter of June 24, 1977 recommending your concurrence in awards of projects on the June 23, 1977 Bid Letting, my recommendation on Job No. 13, North Cherry Street-Wallowa Lake Highway Section was "to award to low bidder as soon as approval is received from the Federal Highway Administration and City of La Grande, and the sum of $68,400.00 is deposited by the City".

We have now received word that the City of La Grande held a council meeting on July 6, 1977, and reached a decision to reject the bid on this project.

It is now recommended that the Transportation Commission also reject this bid and readvertise at a later date.

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. N. Bothman
D. H. Moehring
C. T. Keasey
R. W. Ellison
J. H. Versteeg
V. E. Skoog
E. L. Johnsen

VB:dpy

8594

Form 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 5, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: E. S. Hunter
Manager of Technical Services

SUBJECT: N. Cherry St.-Wallowa Lake Highway
FAU 4680, 4755
Cove Ave. & N. Portland Avenue
Union County

During the design phase of the project two base designs were proposed and estimated. One base design called for aggregate and asphalt; and the other for lime treated subgrade, cement treated base and asphalt. Estimates from Cost Analysis indicated approximately $4,000.00 difference in the two base designs in favor of the aggregate-asphalt base design.

The two base designs were reviewed with the City of LaGrande by Mr. Schlieski and the City requested through Mr. Schlieski the base design utilizing the lime treatment, CTB and asphalt wearing course.

NOTED
E. S. HUNTER

DOC:az
cc: F. E. Terpin
L. K. Watson

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OREGON STATE HIGHWAY DIVISION

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HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 29, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
State Highway Engineer

SUBJECT N. Cherry St. - Wallowa Lake Hwy. Section
Oregon Federal Aid Project Nos.
M-4680(1) and M-4755(1)

HWY ENGR
JUN 29 '77
REFER TO
FOR
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Tentative concurrence is requested in the award of contract for the subject projects. Bids were received on June 23, 1977 with Baker Redi-Mix, Inc. submitting the low bid in the amount of $248,059.00 which is $37,796.00 or 18% over our Engineer's estimate of $210,263.00.

This project was advertised for three weeks with no mitigating circumstances. We feel the project is too small to attract some bidders capable of doing all of the different sequential operations for Lime Treated Subgrade, Cement Treated Base Mixture and the asphalt paving operations which is the reason we only received one bid.

The short completion time was not considered in our Engineer's estimate which would account for 6 or 8 percent of the high bid.

We feel it is in the public interest to award the project to the low bidder because as stated above the three week advertising, the difficult sequential operations and our low estimate, we believe we would not receive a lower bid by readvertising.

6-29-77
Versteeg
Were too damn
busy on these small jobs.
Then we use that as an
excuse to pay too much. Let's
letters use P.E. and bids. BS

DAR:dmc
cc: E. S. Hunter
C. T. Keasey
J. H. Versteeg
D. H. Moehring
D. E. Swan
W. E. Schwartz

8594 6-1-77

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U.S. DEPARTMENT OF TRANSPORTATION - [illegible]AL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]680(1) & M-4755(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
70436 & 70441

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
to Swan
FOR
Info | Invest | R/W | D/R | Site | Act | File

DATE PS & E APPROVED
6-1-77

DATE AUTHORIZATION EFFECTIVE
6-1-77

FEDERAL ROUTE NUMBER
FAU 4680 & 4755

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:
"North Cherry Street-Wallowa Lake Hwy. Section"

GENERAL DESCRIPTION OF WORK:
grade and pave (Code 6201-Miles 0.798)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $250
Temporary Erosion Control $500
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above, as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $239,499-Federal Funds $187,287.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8594

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 21, 1977

FROM: Joe Schlieski

SUBJECT: N. Cherry St.-Willow Lake Hwy
Cove Ave. & Portland St.
FAU 4680 & 5755
Union County

"Preliminary Plans Review"

TO: Duane O. Christensen
Final Design Engineer
Salem

Attn: Lyle Watson

Attached find one copy of preliminary plans for the subject project with comments noted in red.

I've discussed the plans with the City and their main concern is the total estimated cost - which we don't know at this time. They've indicated that the storm sewer system appears to be over designed for the small drainage area involved. I've advised them that the plans meet our design standards.

Concerning the storm sewer - manholes should be aligned with connecting streets where possible to provide for the future storm sewer connections. Inlets should be positioned opposite each other so that laterals can be connected from inlet to inlet as shown. On "Po" line we'd like to delete 3 inlets as shown in red - #13, 14 and one at #9. All catch basins should be type CG-1 modified with settling basin or sump. The problem with alternate pipe materials that I mentioned on the phone has been resolved. The City didn't realize that the alternates applied to the culverts only.

All street connection radii should be 13' as shown on the City's standard plans. If sufficient R/W is not available we will adjust the radius in the field.

Willow St. N. - should be 36' wide instead of the 30' shown.

We are still opposed to constructing 3' PCC driveway slabs where there is nothing to meet.

We heard very little about the foundation design. Was any consideration given to cement treating the subgrade and reducing the depth of aggregate base?

If total costs are estimated too high we may have to cut the "CA" line construction back to the connection with Portland St.

The only other comment we have - we'd urge the letting of this project even earlier than July 28 if possible. If we get a late start we'll never be able to complete the paving this construction season.

CC: Region
City Engineer
file

NOTED
L. K. WATSON

Verstegg ✓
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Form 81-734.2030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 29, 1977

FROM: Joe Schlieski

SUBJECT: Cherry St.-Wallowa Lake Hwy
FAU 4680 and 4755
Cove Avenue - Portland St.
Union County

TO: Road Design Section

Attn: Lyle Watson

Confirming our discussion on 3/23/77:

1.) The City of La Grande will adjust water meters and fire hydrants.

2.) Concerning the outlet of the drainage ditch - there is an access adjacent to the irrigation ditch - we showed 24' of 18" culvert pipe. This culvert could be extended through the earth berm of the irrigation ditch. If the ditch flowline is lowered, consideration should be given to installing a tide gate on the culvert to prevent the irrigation water from backing up the drainage ditch.

City of La Grande Standard enclosed for Thrust Block Details - this standard does show a typical valve box. There is several inches of adjustment available - however the City is willing to exchange existing valve boxes for longer or shorter boxes if required. Again we want the contractor to be responsible for the salvaging and final adjustment of these boxes.

City of La Grande Standard enclosed for Misc. Structures - the clean out or lamphole details are on this drawing. A slight adjustment of inches can be made by raising the steel frame and cover and repouring the concrete ring. Greater adjustment may require the removal of the lower concrete block and revising the length of the vertical section of pipe directly below the cover and frame.

cc: Region
file

Std Dwgs retained in Designer's file JW.

Versteeg
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RECEIVED
MAR 25 1977
ROAD DESIGN SECTION

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 4680(1) & M4755(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70436 & 70441

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO
Rulien
FOR
Info | Lives | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-20-76	FAU 4680 & 4755	City Streets

GENERAL LOCATION:

"Cherry St. - Island Ave. (La Grande) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $10,000 - FF $7,820
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 12-8-76, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-20-76	E K Hassner Jr	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-088

8594

9

PRS 6-8

December 8, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Urban System projects:

Item No.	Project No.	Section Name & PNRS No.
70436	M-4680(1)	Cherry St.-Island Ave. (LaGrande)
70441	M-4755(1)	#7608-2-640

CL:ljt
Att.

cc: G. L. Green, FHWA
D. E. Swan

PRO 6-2

December 8, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Project Data Submission
Project Nos. M-4680(1) & M-4755(1)
Item Nos. 70436 & 70441
Cherry St.-Island Ave. (La Grande) Sec.
Union County

Attached is data for the subject projects.

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division

We request the following:

Authorization to proceed with all phases of preliminary engineering on each project necessary to obtain PS&E approval which will result in an obligation in total cost and federal funds for each project as follows.

Project No.	Total Cost	Federal Funds
M-4680(1)	$ 5,000	$3,910
M-4755(1)	5,000	3,910
TOTAL	$10,000	$7,820

CL:ljt
Attachments

cc: W. E. Schwartz, Reg. 5
D. E. Swan
G. E. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. H. A.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 8, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	(19) (20)	21 City St. Cove Ave. (La Grande) 60	ADT	1,100	1,700 (64)	96 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFX ABCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER
CARD 3	28 PE R/W Gr. Dr. H.T. Pave. Illum 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- (14 20)	4680 (7)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Urban System	Union	
	NAME OF URBAN AREA 17-31 La Grande	ROUTE NO. U	FEDERAL-AID 4680 (22) STATE City St. (26) (27)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (59)	(60) (66)	(67) (76)		
5					PE			0.22	5,000	3,910	545	545 (C
5					ROW			0.22	500	390	55	55 (C
5					CONST (CODE) 6201		"N. Cherry St.- Portland Ave. (LaGrande) Section"	0.22	81,000	63,342	8,829	8,829 (C
							PROJECT TOTALS	0.22	86,500 (16) (23)	67,642 (24) (33)	9,429	9,429 (C

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	CL

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 8, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. Cove Ave. (La Grande)	ADT	1,100	1,700	96	10	Oregon	41	W32	70436

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUFF. ARCT.	DA CLASIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
r. H.T. Pave. Illum								M-	4680	(1)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Union	061	1 OR 2
La Grande	ROUTE NO. U — FEDERAL-AID 4680 — STATE City St. — U.S.		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"N. Cherry St.- Portland Ave. (LaGrande) Section"	0.22	5,000	3,910	545	545 (City)	ROW-60' normal; Access Control-none; Parking Restrictions- None.
ROW			0.22	500	390	55	55 (City)	
CONST (CODE) 6201			0.22	81,000	63,342	8,829	8,829 (City)	
T	CL	PROJECT TOTALS	0.22	86,500	67,642	9,429	9,429 (City)	

PROVAL DATES

REMARKS

-over-

N. CHERRY ST.-PORTLAND AVE. (LA GRANDE) SECTION

PROJECT NO. M-4680(1)

Existing Facility: 21' oil surface with 4' gravel shoulders.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Right-of-way acquisition all phases.

3) Grade, drain, high type pavement and illumination necessary to provide a 44' curbed section for two 12' travel lanes with 10' parking each side and sidewalk/bikeway. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: Small strip on north side of Cove Ave. may be required for sidewalk.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 21, 1976.

IM 50-1-70 Requirements:

State Clearinghouse - A-95 review letter of approval dated 9/8/76.

District 13 Clearinghouse - Notice of Intent was sent to the District Clearinghouse on 8/4/76 and has lain before the Clearinghouse more than 30 days without action. It is therefore assumed no adverse review or comments will be received.

FHPM 7-7-5 Requirements: (a) Public Hearings - N
Oregon Action P

(b) Location/Design - N
development of

NOTE: 1) This project is in Congressional Distri

2) Construction of this project will be ac
conjunction with construction on FAU Ro
Cove Avenue to Island Avenue under one
"Cherry St.-Island Ave. (La Grande) Sec

TLAND AVE. (LA GRANDE) SECTION

0(1)

: 21' oil surface with 4' gravel shoulders.

: Same as existing facility.

rk under this project consists of the following:

engineering all phases.

y acquisition all phases.

n, high type pavement and illumination necessary a 44' curbed section for two 12' travel lanes with each side and sidewalk/bikeway. Adjustment of equired.

irports, Railroads, Water Developments, Historical Areas: None involved.

-of-Way: Small strip on north side of Cove Ave. may sidewalk.

rements: Nonmajor action project concurred in by 1976.

rements:

nghouse - A-95 review letter of approval dated 9/8/76.

Clearinghouse - Notice of Intent was sent to the District ouse on 8/4/76 and has lain before the Clearinghouse more ays without action. It is therefore assumed no adverse comments will be received.

FHPM 7-7-5 Requirements: (a) Public Hearings - Not required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.

2) Construction of this project will be accomplished in conjunction with construction on FAU Route 4755 from Cove Avenue to Island Avenue under one contract known as "Cherry St.-Island Ave. (La Grande) Section".

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

December 8, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 69		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME		
		City St. Portland Ave. (La Grande)			1,100	1,700	96	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (S) 14		NUMBER 28 37
	P.E. Gr. Dr. H.T. Pave Illum.								M-		4755
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			CO (114)
	Urban System							Union			06
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL-AID	STATE	U.S.
	La Grande							U	4755	(32) City St. (36)(37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42 43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		"Cove Ave.-Island Ave. (La Grande) Section"	0.22	5,000	3,910	545	545 (City)
5					ROW							
5					CONST (CODE) 6201			0.22	81,000	63,342	8,829	8,829 (City)
								0.22	86,000	67,252	9,374	9,374 (City)
									(110)	(23)(24)	(25)	REMARKS

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	CL

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 8, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. Portland Ave. (La Grande)	ADT	1,100	1,700	96	10	Oregon	41	W32	70441

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
H.T. Pave Illum.								M-	4755	(1)		

Urban System

La Grande

COUNTY NAME: Union — CODE: 061

ROUTE NO. U — FEDERAL-AID: 4755 — STATE: City St. — U.S.:

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Cove Ave.-Island Ave. (La Grande) Section"	0.22	5,000	3,910	545	545 (City)	ROW - 40' normal; Access Control-None; Parking Restrictions-Complete.
ROW								
CONST (CODE) 5201			0.22	81,000	63,342	8,829	8,829 (City)	
		PROJECT TOTALS	0.22	86,000	67,252	9,374	9,374 (City)	

CL

APPROVAL DATES

REMARKS

-over-

COVE AVE.-ISLAND AVE. (LA GRANDE) SECTION

PROJECT NO. M-4755(1)

Existing Facility: 20' gravel surface roadway.

Adjacent Sections: N. End----Jct. with Island Ave. (Wallowa Lake Hwy.) FAP 7.
S. End----Jct. with Cove Ave., FAU 4680.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Grade, drain, high type pavement and illumination necessary to provide a 30' curbed section for two 12' travel lanes, 3' shy distance to curb and sidewalk/bikeway. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 21, 1976.

IM 50-1-70 Requirements:

State Clearinghouse - A-95 review letter of approval dated 9/8/76.
District 13 Clearinghouse - Notice of Intent was sent to the District Clearinghouse on August 4, 1976 and has lain before the clearinghouse more than 30 days without action. It is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-5 Requirements:

a) Public Hearings - None required under

b) Location/Design - Not a factor in the project.

NOTE: (1) This project is in Congressional Di

(2) Construction of this project will in conjunction with construction o from Cherry St. to Portland Ave. known as "Cherry St.-Island Ave.

LAND AVE. (LA GRANDE) SECTION

M-4755(1)

ility: 20' gravel surface roadway.

tions: N. End----Jct. with Island Ave. (Wallowa Lake Hwy.) FAP 7.
S. End----Jct. with Cove Ave., FAU 4680.

: Work under this project consists of the following:

inary engineering all phases.

drain, high type pavement and illumination necessary to provide curbed section for two 12' travel lanes, 3' shy distance to curb dewalk/bikeway. Adjustment of utilities required.

n, Airports, Railroads, Water Developments, Historical and Areas: None involved.

ight-of-Way: None involved.

equirements: Nonmajor action project concurred in by FHWA on 6.

equirements:

aringhouse - A-95 review letter of approval dated 9/8/76.
3 Clearinghouse - Notice of Intent was sent to the District Clearinghouse on August 4, 1976 and has lain before the clearinghouse more than 30 days without action. It is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-5 Requirements:

a) Public Hearings - None required under Oregon Action Plan.

b) Location/Design - Not a factor in the development of thi project.

NOTE: (1) This project is in Congressional District No. 2.

(2) Construction of this project will be accomplished in conjunction with construction on FAU route 4680 from Cherry St. to Portland Ave. under one contract known as "Cherry St.-Island Ave. (La Grande) Section".

8534

November 13, 1976

City of La Grande
City Hall
La Grande, OR 97850

Attention: F. C. McShane
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5765

Gentlemen:

Attached for your files is a fully executed copy of an agreement for widening and improving Cove Avenue and Portland Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8594

9

September 29, 1976

TO B. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: U
Item No.: 70436
Project No.: M-4680 (-)
F.A. Route No.: FAU 4680
Section: Cherry St.- Island Ave. (La Grande)
Highway: City Street
Begin M.P.: NA
Length: 0.20
County: Union
City: La Grande
Work: PE, EOW, Grade, Pave, Signals, Illum.
Estimated Cost: 86,000
F.A. Cost: 73,780

Note:
(1) State Clearing House A-95 review approval dated 9-8-76
(2) A-95 has been before District 13 Clearing House more than 30 days without action.
(3) Nonmajor action project concurred in by FHWA on 7-21-76
(4) Category 6 Project.
(5) Minor program change to place FAU 4755 under Item No. 70441 but will be a combined project.

JLG:eb

cc: B. L. Gifford

September 29, 1976

TO B. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: M
Item No.: 70461
Project No.: M-4755 (-)
F.A. Route No.: FAU 4755
Section: Cherry St.-Island Ave. (La Grande)
Highway: City Street
Begin M.P.: NA
Length: 0.25
County: Union
City: La Grande
Work: PE, ROW, Grade, Pave, Signals, Illum.
Estimated Cost: 86,000
F.A. Cost: 73,780

Note:
(1) State clearinghouse A-95 review dated 9-8-76.
(2) A-95 has lain before District 13 clearinghouse more than 30 days without action.
(3) Nonmajor action project concurred in by FHWA on 7-21-76.
(4) Category 3 project.
(5) Project combined with Item No. 70436.

JLG: mb

cc: B. L. Gifford

8574

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

RECEIVED
STATE HWY ENGR
SEP 13 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Cherry St-Island Ave

DATE: 9/8/76

The state has reviewed your project and reached the following conclusions:

Cherry St.-Island Ave. (La Grande) Section
Cove Ave. & Portland St. (La Grande)
Union County

9-13-76
cc: G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz
Region 5
G. A. Starkey
Dist. 13
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

[XX] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7608 2 640

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
8-4-76

PNRS #2

(#2)

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 4, 1976

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallow County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Cherry Street-Island Avenue (LaGrande)
Highway: Cove Avenue and Portland Street (LaGrande)
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 7, 1976.

BLG:pal

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: W. E. Schwartz
District Engineer: G. A. Starkey
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	[12] APPLICANT: State Highway Division [45]	[46] DIVISION: Department of Transportation [79]				
03	[12] APPLICANT ADDRESS STREET: State Highway Building [45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]			
04	[12] CONTACT PERSON: L. W. Rullen [45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]		
01	[12] PROJECT TITLE: Cherry St-Island Ave. (LaGrande)	District 13 [71]				
11	[12] PROJECT LOCATION—CITY: Cove Avenue and Portland St. (LaGrande)	PROJECT LOCATION—COUNTY: Union	PROJECT LOCATION [79] SEC: T: 3S R: 38E			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) This project involves preliminary engineering, acquisition of right-of-way,					
06	[12] grading, paving, illumination and incidental work to widen the existing city [71]					
07	[12] streets and provide adequate drainage. Length is approx. 0.45 mile. [71]					
08	[12] (See Attachment) [71]					
09	[12] [71]					
10	[12] [71]					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	147,000	---	12,500	12,500	-----	172,00

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]	
15	[12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45]	[46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: August 4, 1976	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Sept.	7	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 4, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of non-major environmental impact under Oregon's Action Plan. A minor amount of Right-of-Way is anticipated, possibily for material source, borrow or waste disposal requirements.

PROPOSED F. A. URBAN SYSTEM PROJECT

8594

STATE OF OREGON

INTEROFFICE MEMO

PRO 4-3

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 28, 1976

FROM: L. W. Brown
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Cherry St.-Wallowa Lake Hwy.
Cove Avenue-Portland Street
Union County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 04 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up
Other

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 7-28-76

RECEIVED
STATE HWY ENGR
JUL 28 '76
REFER TO
FOR
Info. Invest. R/D D/R Sign Act. File

81-125.1387

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: July 21, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project M-4680(-) and M-4755(-)
Cherry St.-Wallowa Lake Hwy
Cove Ave.-Portland Street
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 13, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green
for

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Jim Kennedy Reg Env)

PROJECT MANAGEMENT | Jul 26 '76 | REFER TO: | FOR | Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED STATE HWY ENGR | JUL 22 '76 | REFER TO | FOR | Info | Inves | R/D | D/R | Sign | Act | File

7-26-76
Original to S.W. Rulien
TAA

BEN GIBSON

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

M-4680(-)
M-4755(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 9, 1976

Section Cherry St.-Wallowa Lake Hwy.
Unit (if appl)
County Union
City La Grande
Highway Cove Ave.-Portland Street
State Hwy. No FAU 4680 & 4755 (respectively)
Termini: M.P.(if appl)
Length 0.45 mile +
Region 5
Construction Estimate $172,000
Program Amount

B. Purpose of Project:

To widen existing streets and provide adequate surface drainage.

C. Origin & History of Project:

Project was identified as Number 1 priority on the FAU System by local officials.

D. General Description of Project:

Grade, pave and construct curbs. Sidewalk replacement will be as required on grade conflict basis, walk areas are to be provided (foot paths).

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 1100 ; Projected ADT 1500 ; Yr. 1985
Existing Level of Service ____

Proposed Facility: Projected ADT 2000 ; Yr. 1985
Projected Level of Service Minimum of 10 years

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

No anticipated problems. Specific recommendations to be made during preliminary engineering.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

No. 1 city and county FAUS Dist. as identified on 2-19-75.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No alternatives explored, using existing right-of-way.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is within the city of La Grande, in the Grande Ronde Valley, between the Blue Mountains and the Wallowa Mountains, approximate elevation 2750. The mountains to the south and west are timbered. The area to the north and east is rolling valley floor which falls gently to the north.

2. Cultural:

The area within the project limits is zoned residential and light business, most of the route is residential.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

Some increase is projected, reflects normal growth rate.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

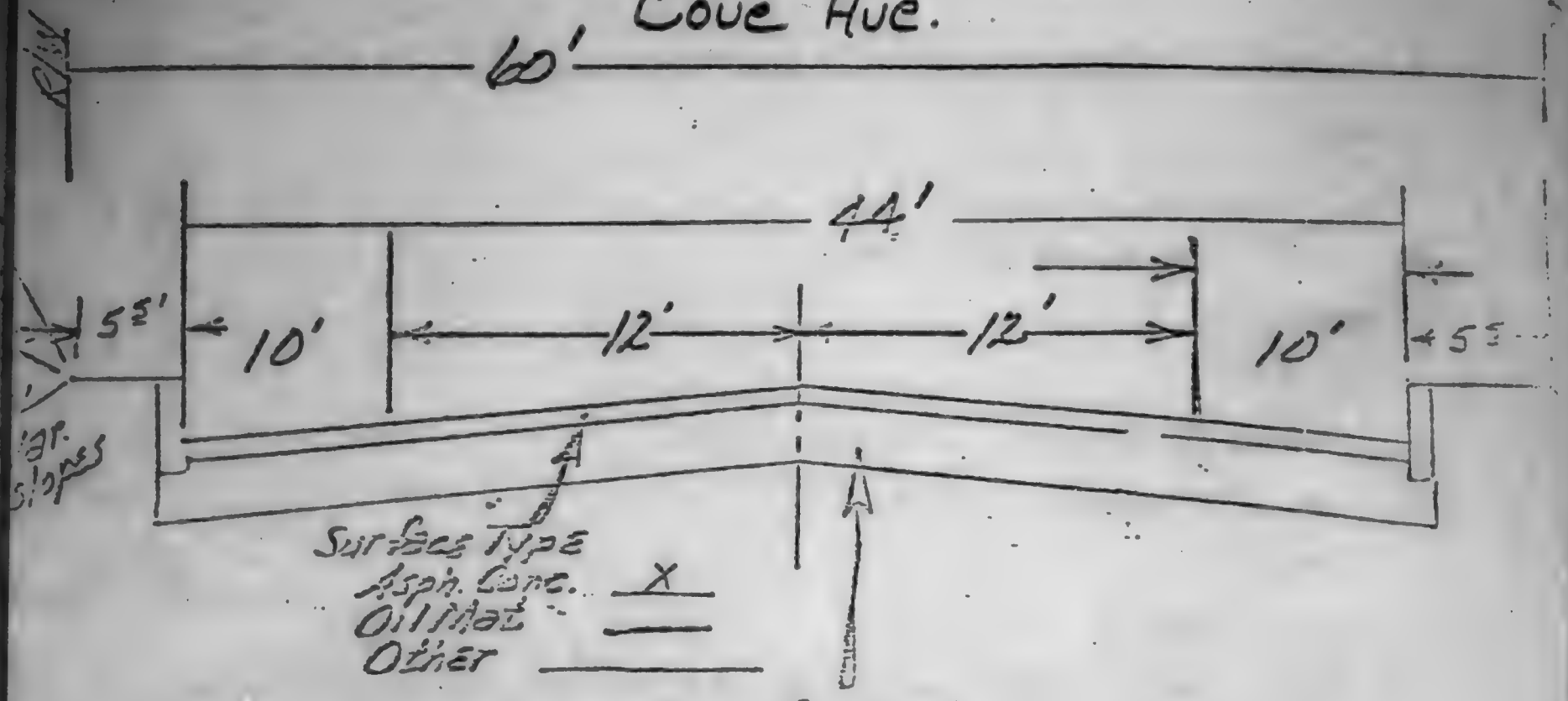
5. Expected Impact on Cultural and Scenic Resources:

None.

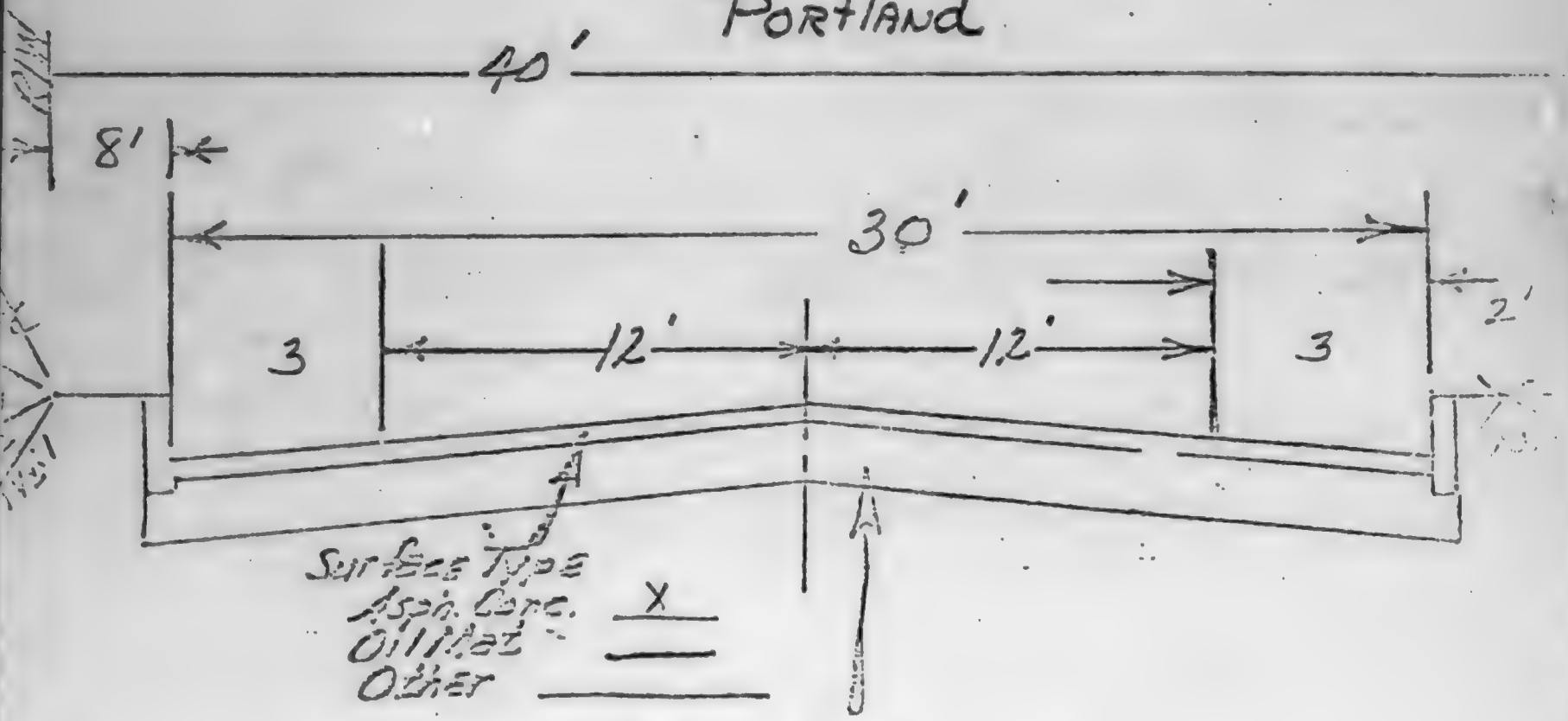
Consequences:

Proposed Typical Section

Coue Ave.



Portland



6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

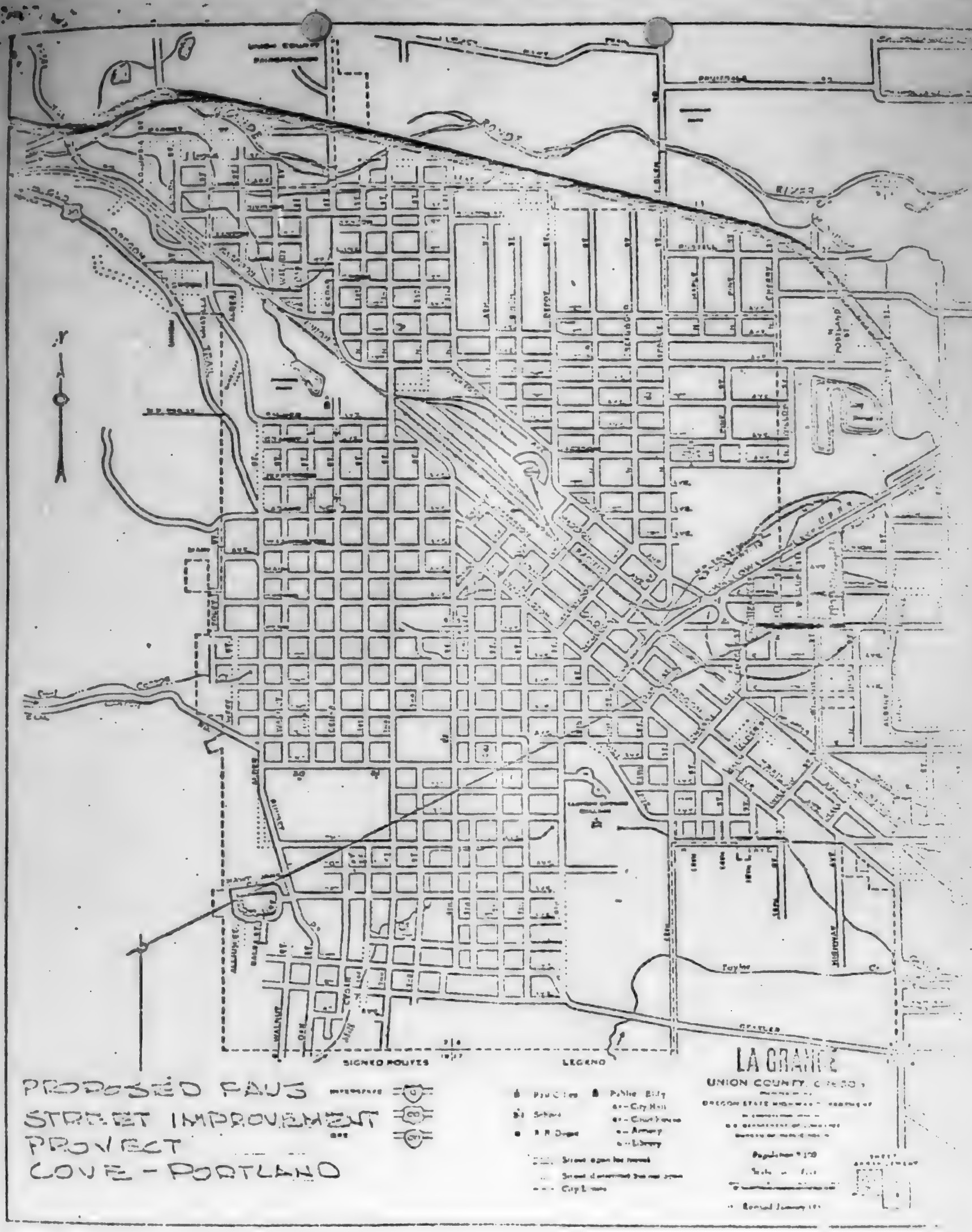
N/A

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


SIGNED ROUTES
LEGEND
LA GRANDE
UNION COUNTY, OREGON
PROPOSED FAUS
STREET IMPROVEMENT
PROJECT
COVE - PORTLAND

8594

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: July 21, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project M-4680(-) and M-4755(-)
Cherry St.-Wallowa Lake Hwy
Cove Ave.-Portland Street
Project Assessment

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NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 13, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Jim Kennedy Reg Env)

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

7-26-76
Original to L.W. Rulien
TAA

1554

8

DATE: July 19, 1976

TO: Oregon Transportation Commission

FROM:
R. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the July 27 meeting will be five requests for approval of Urban System projects.

The City of LaGrande is requesting a $172,000 project to widen and improve Cove Avenue and Portland Street.

A $480,000 project to construct a four-lane section on Halsey Street is being requested by the City of Portland.

The City of Tualatin is requesting a $76,000 preliminary engineering project to prepare final plans for construction of a four-lane section on 65th Avenue and Nyberg Road.

Clackamas County submitted two project requests. One is a $42,000 paving project on King Road. The other is a $837,000 project to widen and improve a 5.3-mile section of River Road between Milwaukie and Gladstone.

Federal Urban System funds for these projects is estimated at $1,253,460 with the State providing approximately $176,770 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. E. Schwartz
E. L. Hardt
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

GEZ:sch ia

CITY OF LaGRANDE
Proposed Urban System Project

N. Cherry St.-Wallowa Lake Hwy. (LaGrande) Section
Cove Ave., FAU 4680 and Portland St., FAU 4755
Grade, Pave, Drain, Sign, Strip and Illuminate
0.45 mile
$172,000

This project involves widening and improving Cove Avenue and Portland Street to provide two travel lanes and parking.

Perform all necessary engineering.

Acquire necessary right-of-way.

Construct sidewalk/bikeways.

Provide necessary storm drains.

Provide necessary signing and striping.

Provide illumination.

76-g
7/14/76

PROPOSED F. A. URBAN SYSTEM PROJECT

3595 Lookingglass Creek (Palmer Jct)197
Bridge FAS Route B613 north of
Elgin (Structure)

C.A. 5781 11-4-76
C.A. 5334 6-9-75

8595

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-4-79	CC 2021		531 - 1094 - 297

BILL TO: Code:

Union County Court

Courthouse

LaGrande, Oregon 97850

Attn: Mr. Alvin Campbell-County Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Looking Glass Creek (Palmer Junction) Bridge FAS B613 Project No. RS-B613(1)			
County Advance Deposit $7,800.00 County share of construction 7,669.75 REFUND DUE COUNTY $ 130.25			
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$7,800.00
Advance Deposit Previously Transferred to Highway Fund	$5,800.00
Balance	$2,000.00
Transfer to Highway Fund	$1,869.75
Refund Due	$ 130.25

Partial or final request for billing FINAL

Number of the previous request in connection with this service. AD 315, CC 1752

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

SP 35736

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12-4-79

County Union Contract No. 8595 Date Completed 1-27-78

FAS B613 Section Looking Glass Creek (Palmer Jct.) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PAYMENT TO CONTRACTOR	Federal Participation	$ 98,894.11
Engineering		8,336.57
		$107,230.68
Engineering	Non-Participation	$ 112.74
Federal Funds Collected		$ 92,003.92

County Share of Construction Costs:
1/2 ($107,230.68 - $92,003.92 + $112.74) = $7,669.75

County advance deposit	$ 7,800.00
County Share of Construction Costs	7,669.75
REFUND DUE COUNTY	$ 130.25

Reference: Billing Form CC 2021

8595

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	11-21-79 CC 2021					
	LOOKINGGLASS CREEK (PALMER JCT) BRIDGE					
	FAS B613 (COUNTY ROAD)					
	UNION COUNTY					Prior to 1-1-78 so cost is the State's
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			~~11,226.44~~	
	Construction					
	Type Code X080					
	Structure, Bridge #16255 (Sta. 10+00 to Sta. 10+83)					
	Final Contract Payment Summary	Lump Sum			98,894.11	
	Construction Engineering					
	State	All Required			8,336.57	
	Total Participating Costs				118,457.12	
	Non-Participating Items					
	Preliminary Engineering	All Required			~~44.07~~	State costs
	Construction Engineering	All Required			112.74	
	Total Non-Participating Costs				156.81	
					118,613.93	

Prepared based on participating costs shown on Federal Billing as of November 15, 1979.

118,613.93
- 156.81
- 11,226.44
107,230.68 × 85.8 = 92,003.92 Fed. Funds

118457.12
11226.44
107230.68

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	S-B613(1)
PROGRAM APPROVED	VOUCHER PERIOD From 12-14-76 To: 9-16-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
110,613.91	110,467.12	92.00%	101,636.21	101,636.21	-0-

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog Controller 11-21-79

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

8595

February 27, 1978

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8595 awarded to Weaver Construction Company for the Lookinggless Creek (Palmer Junction) Bridge on PAS 8613 in Union County was completed on January 27, 1978, and accepted by the State Highway Engineer on February 16, 1978.

Final payment in the amount of $4,944.71 will be released to the contractor after March 6, 1978. The total contract amount is $98,894.11 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

cc Weaver Construction Co.
P. O. Box 588
Union, OR 97883

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Form 81-734-1384 (9-77)

8595

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

2-2-78

Intermediate ☐
Final ☒

Project Name				Contract No.
Lookingglass Creek (Palmer Jct.) Bridge				8595
Highway			County	Prefix No.
FAS B-613			Union	531-1094
Contract Time Elapsed 76%	Contract Work Completed 100%	Contract Work Quality: Satisfactory	Contract Work Progress: Satisfactory	F.A. Project No. RS - B-613(1)
Inspection date: 2/2/78		By: Dale Allen		
In company with: Joe Schlieski				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

All contractor work complete and satisfactory. County portion of work involving approach fills and final clean up from detour shut down until warm weather. Traffic is using bridge.

5311925

GIFFORD

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 7 1978 Gifford
File: PM FA
TAA _____ LG OP

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

12-22-77	Date opened to traffic or in operation
1-27-78	Date of Second Notification
---	Date Contractor's notice for semi-final inspection received
1-27-78	Date Contractor removed equipment, plant, etc.
1-27-78	Estimated submittal date of semi-final estimate
2-2-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Dale Allen

Title Region Construction Engineer

8595

Report # 19 Final Report

FORM E-1 (REV 10-66)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lookingglass Creek Palmer Jct. Bridge		WEEK ENDING: January 27, 1978
		SECTION PREFIX: 531-1094
HIGHWAY: FAS B 613		COUNTY: Union
NAME OF JOB: Lookingglass Creek (PAlmer Jct.)Bridge	KIND OF WORK: Structure	
CONTRACTOR: Beaver Constuntion Co.	CONTRACT NUMBER: 8595	FEDERAL AID PROJECT NUMBER: RS B613(1)
DATE OF CONTRACT: September 14, 1977	DATE WORK STARTED: September 20, 1977	ESTIMATED COMPLETION DATE: February 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 136
PROJECT AUTHORIZATION: $111,002.03	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75.5
EXCLUSIVE OF ENGINEERING: $101,307.53	ENGINEERING AUTHORIZATION: $9,694.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~95~~ 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $101,307.53	ENGINEERING COST TO DATE: $7,026.84 This week: $68.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 72.5%	DATE PROJECT WAS COMPLETED: 1-27-78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16255							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	Ptly Cldy-cold	1		
MONDAY	23	Ptly Cldy-cold	1		
TUESDAY	24	Cldy-cold	1		
WEDNESDAY	25	Snow shwrs	1		
THURSDAY	26	Ptly cldy-cold	1		
FRIDAY	27	Cldy-cold	1		Second notification.
SATURDAY	21	Ptly cldy-cold	1		

Routing
Keesey, Bond, Jackmond, Hopkins, Johnsen, Inloes, Richards, Olsen, Berg, Church, Gebauer, Widmer

RECEIVED
JAN 30 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 22	No activity
MONDAY 23	No activity
TUESDAY 24	No activity
WEDNESDAY 25	No activity
THURSDAY 26	No activity
FRIDAY 27	No activity
SATURDAY 21	No activity

REMARKS

Status: Structure completed except for minor finishing and general clean up.
Opened to traffic on 12/22/77.

Second notification 1-27-78
Semi-final estimate & records submitted to Region 1-27-78
Third notification pending completion of clean-up and minor finishing of concrete surfaces.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8595

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-17-77	State ORegon County Union Project No. RS-8613(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Lookingglass Cr. 10 mi. N.of Elgin

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12/14/76	0.016
RIGHTS-OF-WAY		
CONSTRUCTION	8/3/76	0.016
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,302	$ 104,934

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.S. Hunter

Technical Services Engineer
(Title)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
by: G. L. Green

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon October 11, 1977

Federal Aid Project
No. RS-B613(1)

LOOKINGGLASS CREEK (PALMER JCT.) BRIDGE
FAS B613 (COUNTY ROAD)
UNION COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 11,300.00
Type Code X080			
Structure, Bridge #16255 (Sta. 10+00 to Sta. 10+83)			
Mobilization	All Required		$ 2,245.00
Bridge Removal Work	All Required		6,500.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structure Excavation	250 cu.yd.	15.00	3,750.00
Structure Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Structural Concrete, Class 3300 (135 c.y.)	All Required		20,000.00
80' x 85' Bulb Tee Prestressed Beams	4 only	12,000.00	48,000.00
Reinforcement (19,000 lb.)	All Required		6,000.00
Metal Rail with Channel	175 lin.ft.	30.00	5,250.00
Guardrail in Stockpile	All Required		2,800.00
			$ 96,845.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 100.00
	Subtotal		$ 96,945.00
	Engineering		14,057.00
	TOTAL		$111,002.00

Length of Structure - - - - - - - - - - - - - - 0.016 mile

SUMMARY OF FUNDS 85.80%

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 11,300	$ 9,695	$1,605	$ --
Structure	111,002	95,239	7,881	7,882
TOTAL	$122,302	$104,934	$9,486	$7,882

GROUP 1 - 100%
Contract No. 8595
Prefix: 531-1094
531-1925

8595

2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 11, 1977

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

NOTED
E. S. HUNTER

Dear Mr. Newgard:

This is the quarterly report concerning projects covered by the Department of the Army permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P. L. 92-500).

Contracts were awarded in the quarter ending on September 30, 1977 for the following projects that fall within the scope of the general permit:

Rock Creek Bridge in Yamhill County
Circle Bar (UPPR) Crane Creek Bridge in Harney County
Lookingglass Creek (Palmer Jct.) Bridge in Union County
Dufur Section (Fifteenmile Creek Bridge) in Wasco County

Very truly yours,

Frank E. Terpin
Location Engineer

DEK:mc

bc H. S. Coulter
E. S. Hunter
D. E. Keyes

RECEIVED
TECHNICAL SERVICES
OCT 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81.734.3123

8595

OREGON STATE HIGHWAY DIVISION

Form 81-726-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Union County Court
Courthouse
LaGrande, OR 97828
Attention of Mr. Alvin Campbell
County Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1752

Date September 16, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $7,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Lookingglass Creek (Palmer Jct.) Bridge FAS B613	$5,800	
		Covered by agreement #5881		
		To be retained		$2,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $7,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 531-1094-297

Submitted by: Harold Reynolson
Harold Reynolson

Approved:
Regional Engineer

Approved: Arnold Kinser
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8595

August 29, 1977

Union County Court
Courthouse
LaGrande, OR 97850

Attn: Mr. Alvin Campbell
County Roadmaster

Gentlemen:

On August 25, 1977, a satisfactory bid was received from Weaver Construction Co., P.O. Box 588, Union, OR 97883, for the Looking-glass Creek (Palmer Jct.) Bridge Section, FAS 8613.

The anticipated construction cost based on their bid is as follows:

Bid Items	$ 96,845.00
Temporary Erosion Control	000.00
4½% Contingencies	4,362.53
10% Engineering	9,694.50
ESTIMATED TOTAL COST	$111,002.03

County's Advance Deposit:
7% of $111,002.03 = $7,770.14 or $ 7,800.00

Please make your check in the amount of $7,800.00 payable to the Oregon State Highway Division and send it to Mr. George Strawn, Region 5 Federal Aid Engineer, 2111 Adams Avenue, P.O. Box 850, LaGrande, OR 97850, prior to September 16, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

FFH:lml

bc w/att: George Strawn - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-315 and submit to Finance Branch.

8595

8-3-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B613(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70325

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE P S & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Secondary B 613	County Road

GENERAL LOCATION:

"Lookingglass Creek (Palmer Jct.) Bridge Section"

GENERAL DESCRIPTION OF WORK:

One Structure (Code X080 - Miles 0.1)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. J. B. Boyd dated July 26, 1977, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	D. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—651-496

8595

FAS 613

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/27/77
Harold L Bent

8-25-77 Bid Letting
~~7-28-77~~

All Clear Deadline

SECTION Lookingglass Creek Bridge
Highway FAS Blk 13 Palmer Dot Rd.
County Union Region
Type of Work Str Funds FAS-C
State ↙ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X				No problems not covered by permits and/or reports
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8595 FAS 613

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 13, 1977

FROM: T. G. Thompson
Supervising Design Engineer

TO: Mr. W. E. Schwartz
Regional Engineer

SUBJECT:
Lookingglass Creek (Palmer Jct.) Bridge
Lookingglass Cr. Br. Section
FAS B-613
Union County
Bridge 16255

Enclosed are two reduced prints of drawings 32799 through 32804, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $115,000. This exceeds our previous estimate of $110,000.

We plan to call for bids on this section on August 25, 1977.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by July 25, 1977.

GWV:dh
Enclosures

cc Alvin Campbell, Union Co. Rdmstr. /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set
Construction /w/ 1 set
Utilities Unit /w/ 1 set
County-City Unit
Road Design /w/ 1 set
J. A. Schlieski /w/ 1 set

Please sign and return one set of prints with your comments and/or corrections noted thereon.

REFERRED TO

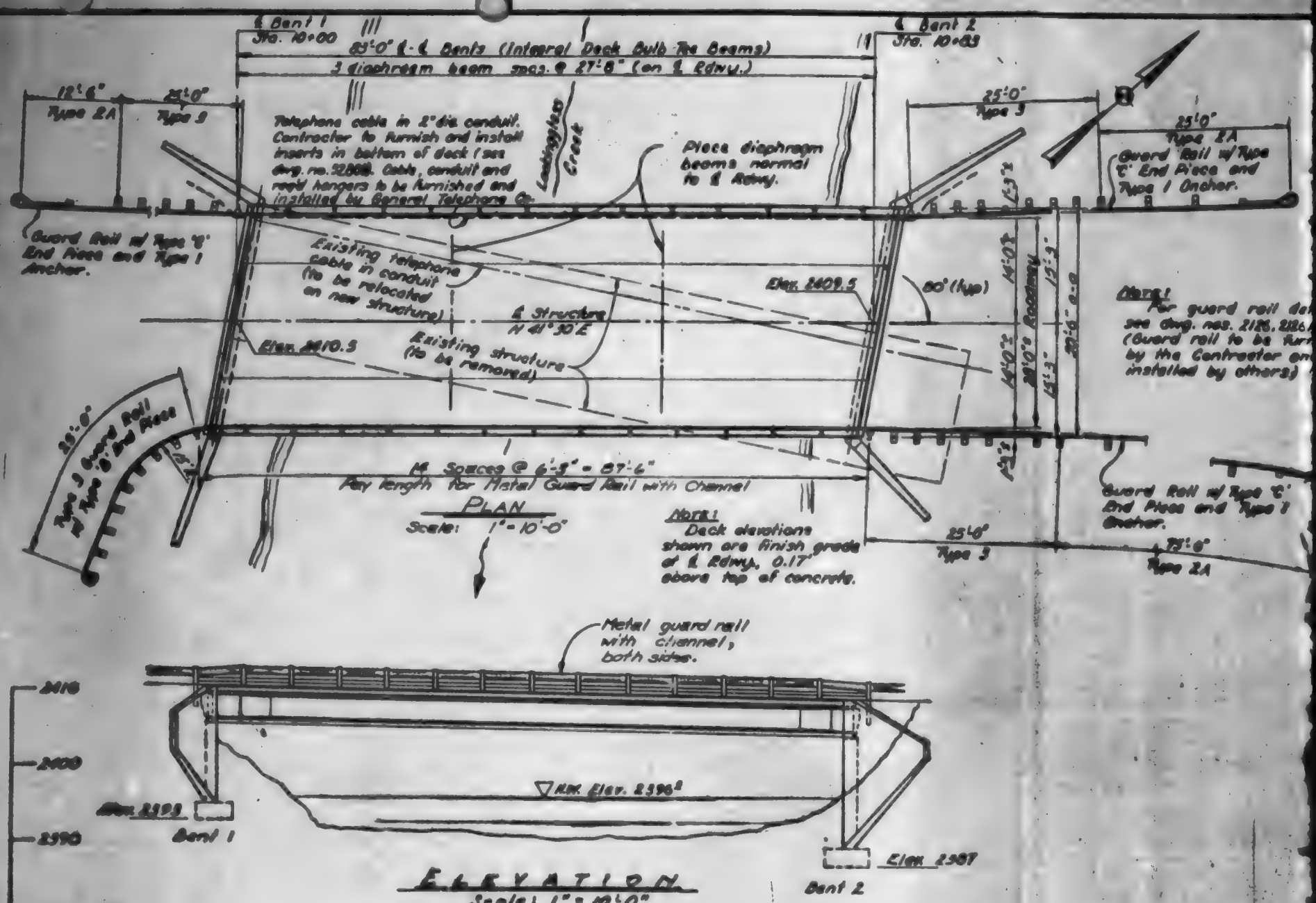
Board ____ Resel ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Please review with our plans.

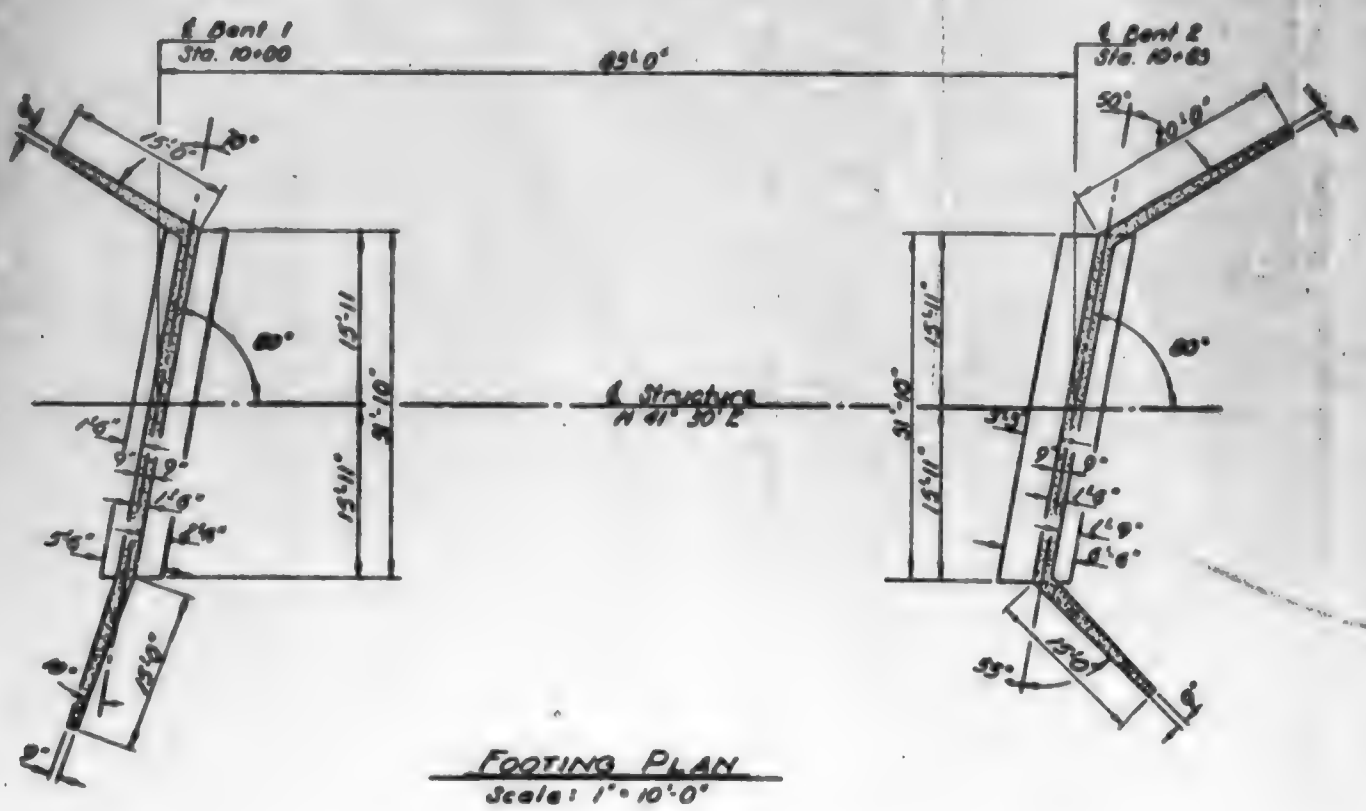
Versteeg ✓
Olson ____
Scott ____
Swenson ____
Savage ____
Trout ____

RECEIVED
JUL 13 1977
ROAD DESIGN SECTION

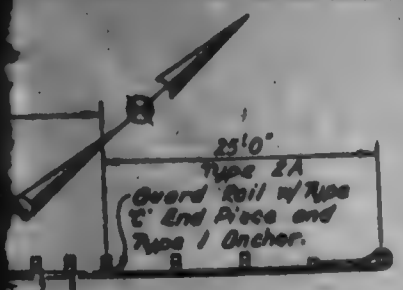
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____


℄ Bent 1
Sta. 10+00
℄ Bent 2
Sta. 10+83
83'-0" ℄-℄ Bents (Integral Deck Bulb Tee Beams)
3 diaphragm beam spcs. @ 27'-8" (on ℄ Rdwy.)
12'-6" Type 2A
25'-0" Type 3
Telephone cable in 2" dia. conduit. Contractor to furnish and install inserts in bottom of deck (see dwg. no. 32808. Cable, conduit and weld hangers to be furnished and installed by General Telephone Co.
Lexington Creek
Place diaphragm beams normal to ℄ Rdwy.
25'-0" Type 3
25'-0" Type 2A
Guard Rail w/ Type 'C' End Piece and Type 1 Anchor.
Guard Rail w/ Type 'C' End Piece and Type 1 Anchor.
Existing telephone cable in conduit (to be relocated on new structure)
Elev. 2409.5
60° (typ)
℄ Structure N 41° 30' E
Elev. 2410.3
Existing structure (to be removed)
Note:
For guard rail de
see dwg. nos. 2186, 2186
(Guard rail to be fur
by the Contractor an
installed by others)
25'-6"
Type 3
Guard Rail w/ Type 'C' End Piece and Type 1 Anchor.
25'-6"
Type 2A
14 Spaces @ 6'-3" = 87'-6"
Key length for Metal Guard Rail with Channel
PLAN
Scale: 1" = 10'-0"
Note:
Deck elevations shown are finish grade of ℄ Rdwy., 0.17' above top of concrete.
Metal guard rail with channel, both sides.
2410
2400
2390
2380
Elev. 2393
Bent 1
H.W. Elev. 2396.8
Elev. 2387
Bent 2

ELEVATION
Scale: 1" = 10'-0"

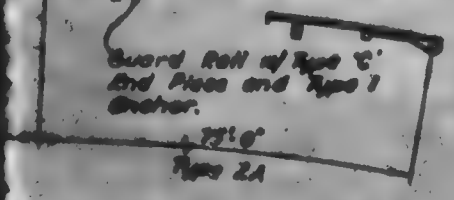


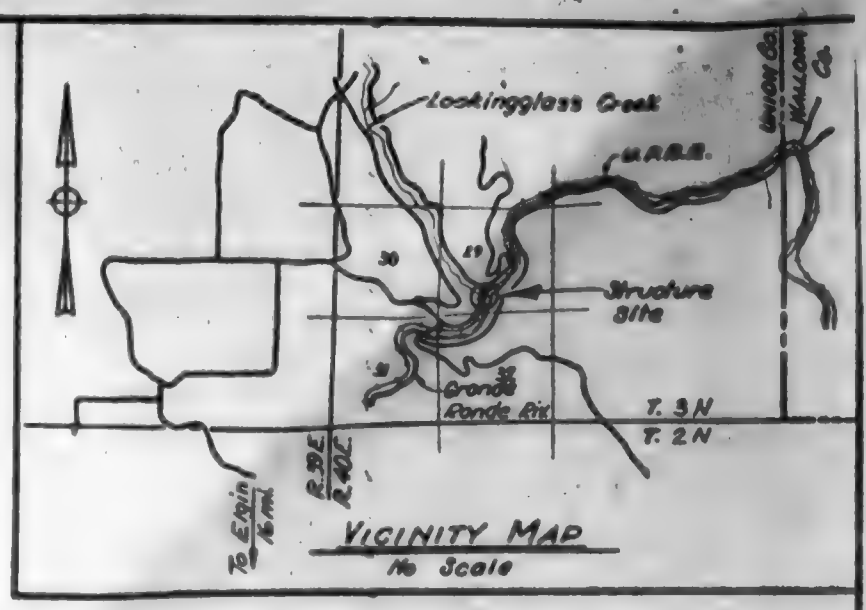
FOOTING PLAN
Scale: 1" = 10'-0"



HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD OF RECORD (?)
DISCHARGE, cfs	1200	-
FREQUENCY, yrs.	25	100+
H.W. ELEVATION, NATURAL CHANNEL	2394.7	2396.2

NOTE:
For guard rail details see Dwg. nos. 2125, 2126A & 2126B. (Guard rail to be furnished by the Contractor and installed by others)





GENERAL NOTES:

All materials and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS-20 loading with an allowance of 25 psf for future wearing surface and 25 psf for present wearing surface.

Concrete member (except prestressed members) designed by load factor method.

Prestressing steel shall be in accordance with detail plans.

All reinforcing steel shall conform to ASTM Specification A615. Bars No. 3 thru No. 7 shall be Grade 40 unless shown otherwise. Bars No. 8 thru No. 11 shall be Grade 60. The following splice lengths shall be used unless shown otherwise:

Bar Size	Splice Length
3-7	24 d (1'0" min)
8 & 9	48 d
10	60 d

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Concrete in prestressed units shall be as shown on detail plans. All other concrete shall be Class 3300-1½" unless otherwise noted.

Reinforcing steel for walls shall not be fabricated until final footing elevations have been determined in the field.

ADVANCE PLANS

JUL 12 1977

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED:

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED GWV
DRAWN MCV
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1663

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

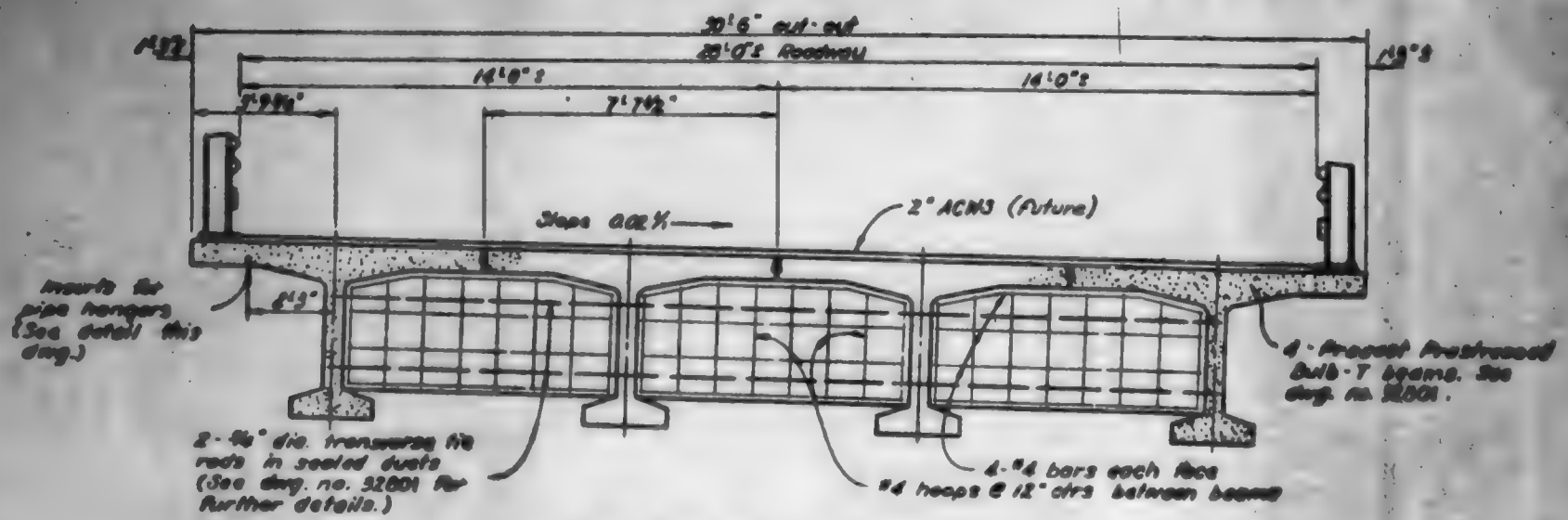
LOOKINGGLASS CR. (PALMER JCT.) BR.
FAS B613
UNION COUNTY

PLAN AND ELEVATION

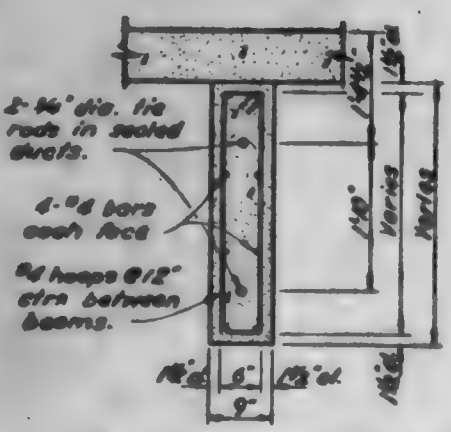
ACCOMPANIED BY DWGS. 32600 thru 32604, 2126, 2126A, 2126B, 23095

DATE June 24, 1977
BRIDGE NO. 16255

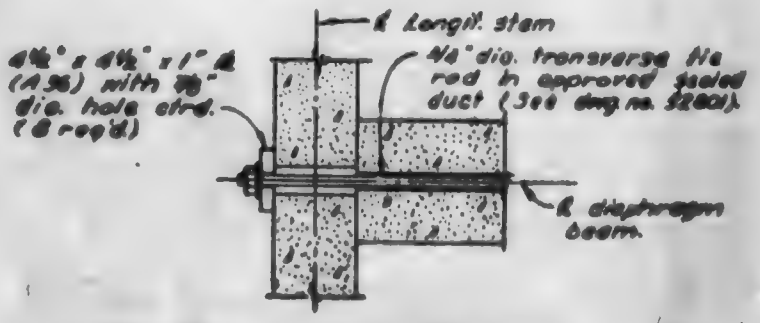
SHEET 1 OF 10
DRAWING NO. 32799


30'-6" out-out
28'-0" Roadway
14'-0"±
14'-0"±
7'-7½"
Slope 0.02 ft/ft
2" ACHB (Future)
Inserts for pipe hangers (See detail this dwg.)
2-⅝" dia. transverse tie rods in sealed ducts (See dwg. no. 32801 for further details.)
#4 hoops @ 12" ctrs between beams
4-#4 bars each face
4 - Precast Prestressed Bulb-T beams. See dwg. no. 32801.

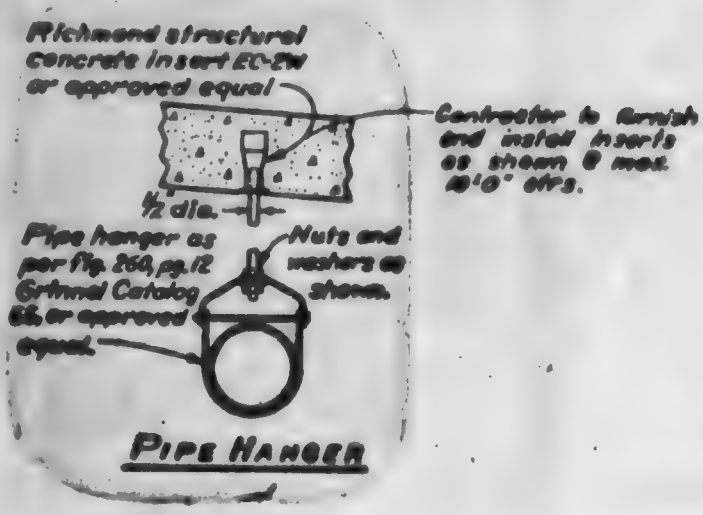
TYPICAL DECK SECTION
Scale: ⅛" = 1'-0"



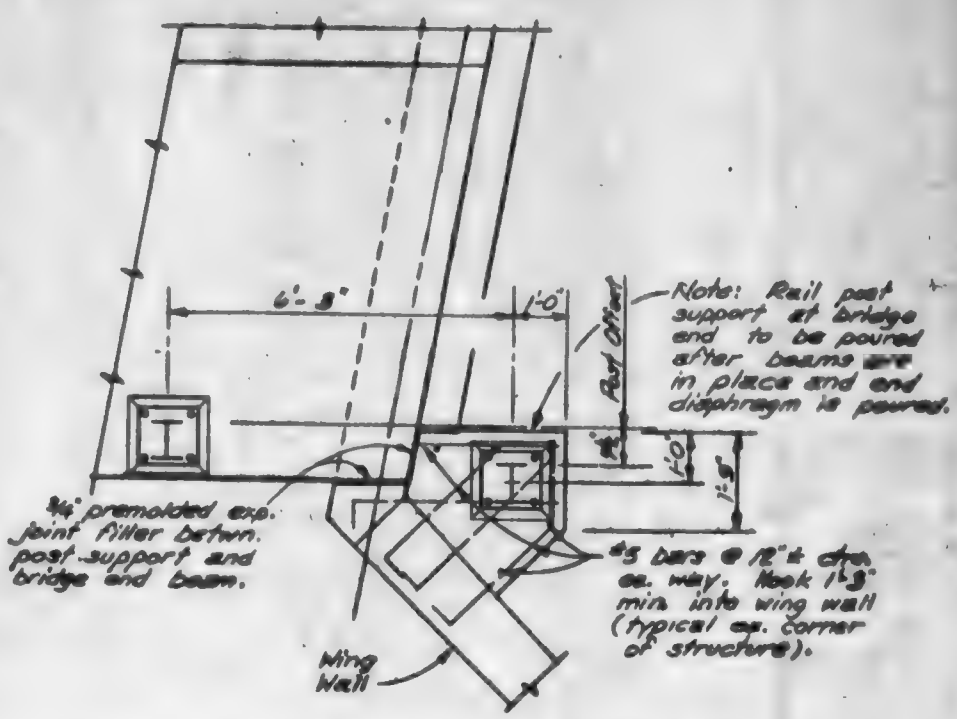
TYPICAL DIAPHRAGM BEAM
Scale: ¼" = 1'-0"


℄ Longit. stem
6½" x 6½" x 1" ℄ (4.5%) with ⅝" dia. hole ctrd. (8 req'd)
⅝" dia. transverse tie rod in approved sealed duct (See dwg. no. 32801).
℄ diaphragm beam.

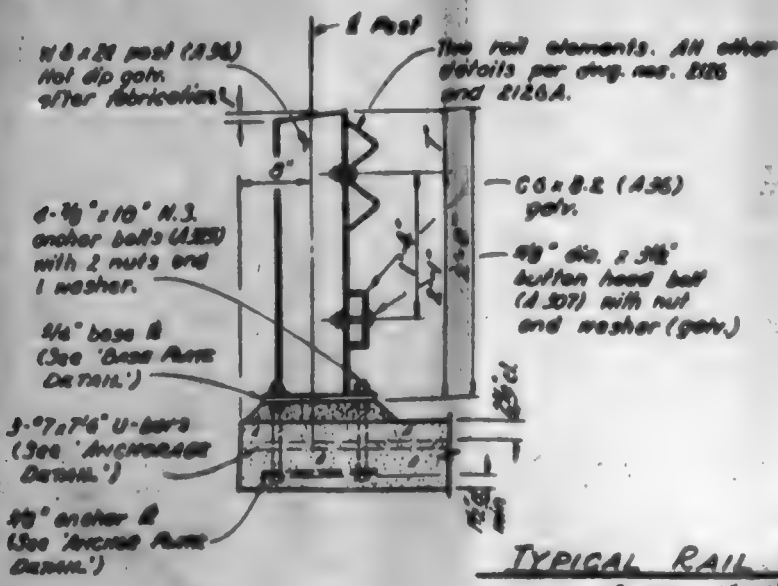
TIE ROD ANCHOR DETAIL
Scale: 1½" = 1'-0"


Richmond structural concrete insert EC-2W or approved equal
Contractor to furnish and install inserts as shown @ max. 10'-0" ctrs.
½ dia.
Pipe hanger as per Fig. 260, pg. 12 Grinnel Catalog 65, or approved equal.
Nuts and washers as shown.

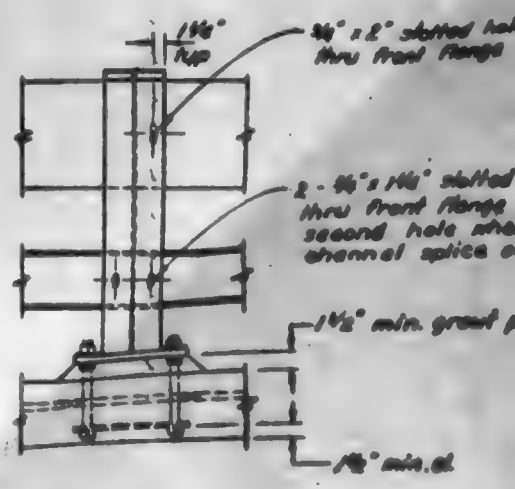
PIPE HANGER

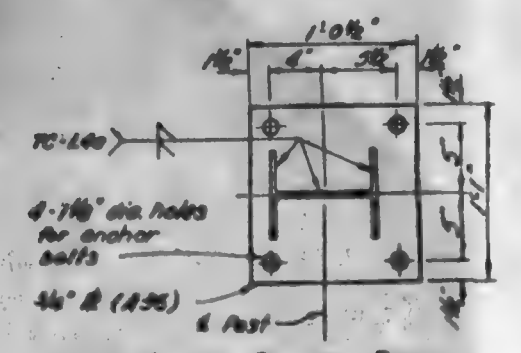

6'-3"
1'-0"
Rail Offset
Note: Rail post support at bridge end to be poured after beams are in place and end diaphragm is poured.
¾" premolded exp. joint filler betwn. post support and bridge end beam.
#5 bars @ 12" ctrs. ea. way. Hook 1'-3" min. into wing wall (typical ea. corner of structure).
Wing Wall

RAIL POST SUPPORT AT BRIDGE END
Scale: ½" = 1'-0"

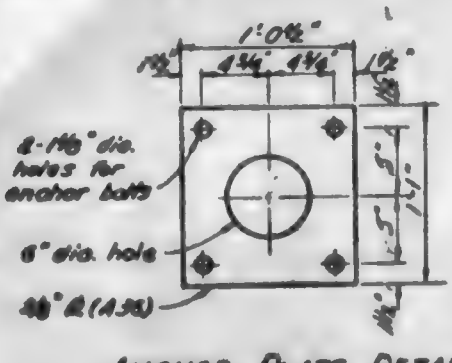

℄ Post
W 8 x 28 post (A36) Hot dip galv. after fabrication.
Two rail elements. All other details per dwg. nos. 2125 and 2126A.
6"
C6 x 8.2 (A36) galv.
4-¾" x 10" N.J. anchor bolts (A307) with 2 nuts and 1 washer.
¾" dia. x 3½" button head bolt (A307) with nut and washer (galv.)
¾" base ℜ (See 'Base Plate Detail.')
3-"7 x 7'6" U-bars (See 'Anchorage Detail.')
¾" anchor ℜ (See 'Anchor Plate Detail.')

TYPICAL RAIL DETAILS
Scale: 1" = 1'-0"





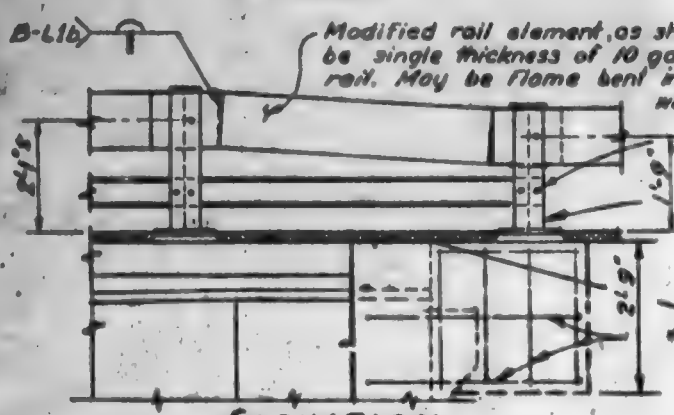
BASE PLATE DETAIL
Scale: 1½" = 1'-0"



ANCHOR PLATE DETAIL
Scale: 1½" = 1'-0"

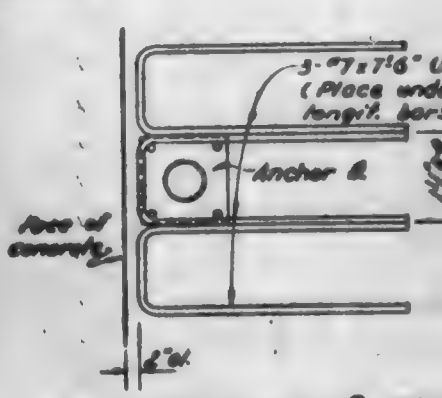
NOTE:
Tack weld each anchor bolt head to anchor ℜ in two places.

PLAN


B-L1b
Modified rail element, as shown, to be single thickness of 10 gage guard rail. May be flame bent in lieu of welding.
Use 2: ¾" bolts at this connection.
End rail post similar to post on structure except rail mounting height as shown.
#5 bars @ 12" ± ctrs ea. way, ea. face. Hook horiz. bars 1'-3" min. into end beam and wing wall (typ. ea. cor. of bridge).

ELEVATION

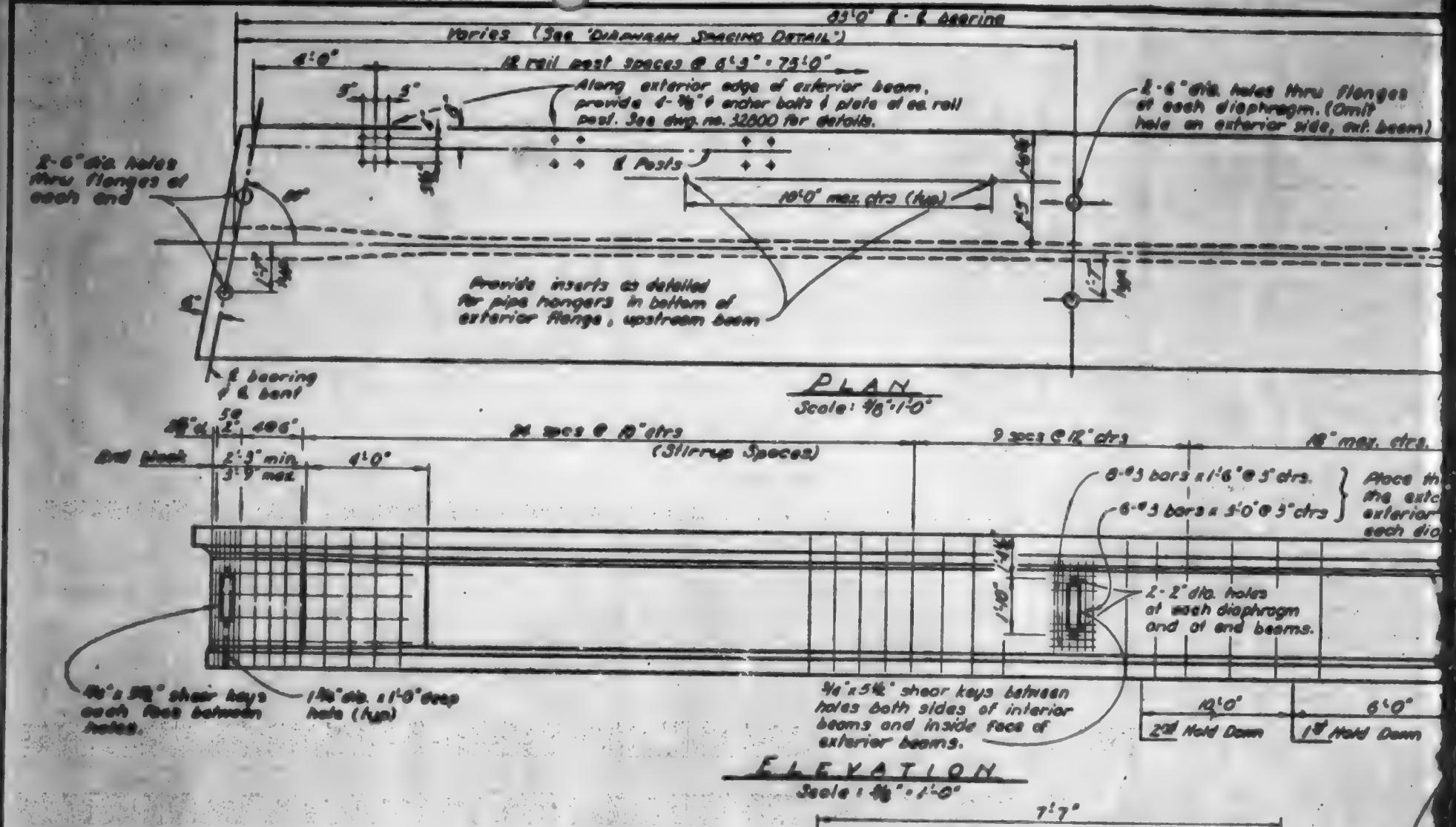
RAIL DETAILS AT BRIDGE ENDS
Scale: ½" = 1'-0"

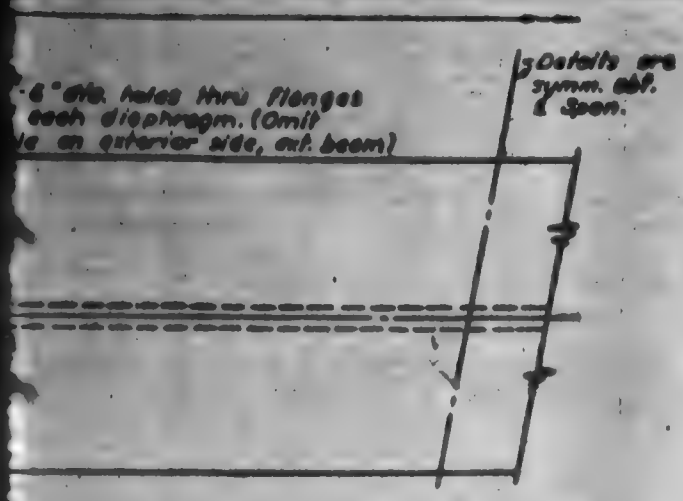


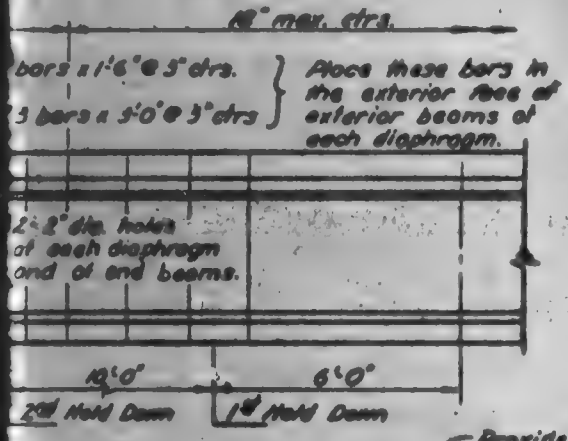
ANCHORAGE DETAIL
No Scale

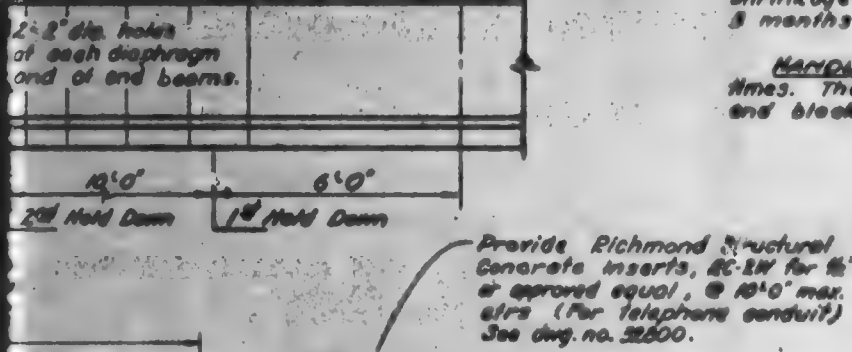
ADVANCE PLANS
JUL 12 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED GWV DRAWN MGY CHECKED REVIEWED REVIEWED CALC. BOOK 1563	LOOKINGGLASS CREEK (PALMER JC
DATE / REVISION	MISCELLANEOUS DETAILS
	DATE June 24, 1977 BRIDGE NO. 15255 SHEET 2 OF 10 DRAWING NO. 3


Varies (See "DIAPHRAGM SPACING DETAIL")
12 rail post spaces @ 6'-3" = 75'-0"
Along exterior edge of exterior beam, provide 4-⅞"ϕ anchor bolts & plate at ea. rail post. See dwg. no. 32800 for details.
2-6" dia. holes thru flanges at each diaphragm. (Omit hole on exterior side, ext. beam)
2-6" dia. holes thru flanges at each end
Posts
10'0" max. ctrs (typ)
Provide inserts as detailed for pipe hangers in bottom of exterior flange, upstream beam
℄ bearing ℄ bent
PLAN
Scale: ⅜"=1'-0"
Drill block
2'-3" min.
3'-9" max.
4'-0"
24 spcs @ 10" ctrs
(Stirrup Spaces)
9 spcs @ 12" ctrs
18" max. ctrs.
6-#3 bars x 1'-6" @ 5" ctrs.
6-#3 bars x 3'-0" @ 3" ctrs
2-2" dia. holes at each diaphragm and at end beams.
⅝" x 5½" shear keys between holes both sides of interior beams and inside face of exterior beams.
⅝" x 5½" shear keys each face between holes.
1⅛" dia. x 1'-0" deep hole (typ)
12'0"
2nd Hold Down
6'0"
1st Hold Down
ELEVATION
Scale: ⅜"=1'-0"
7'-7"
3'-9½"
3'-9½"
#5 bars @ 4½" ctrs.
24-#5 longit. bars as shown.
#5 bars @ 9" ctrs
2-#4 stirrups @ each stirrup space (Std. 90° hook at top)
#4 '∩' & '∪' bars at each pair of stirrups (8 extra '∩' bars @ 2" ctrs at each hold down)
2'-2"
MIDSPAN
C.G. Strands
MIDSPAN
Straight Strands
Deflected Strands
Total Strands
C.G. Strands
END
TYPICAL STRAND ARRANGEMENT
Scale: ¾"=1'-0"
2-#4 vert. 'U' bars (Std. 90° hook each end)
4-#5 horiz 'U' bars as shown (6'8" legs)
1'0"
2'4"
9'0"
END
TYPICAL SECTIONS
Scale: ¾"=1'-0"




48" max. ctrs.
bars @ 1'-6" @ 3" ctrs.
3 bars @ 3'-0" @ 3" ctrs
Place these bars in the exterior face of exterior beams of each diaphragm.
2-2" dia. holes at each diaphragm and at end beams.
10'-0"
6'-0"
2nd Hold Down
1st Hold Down


Provide Richmond Structural Concrete Inserts, RC-2W for ½" dia. rod, or approved equal, @ 10'-0" max. ctrs (For telephone conduit) See dwg. no. 32600.
3'-9½"
3'-9½"
1'-6¾"
Omit shear key at ext. edge of ext. beam
24-#5 longit. bars as shown.
5 bars @ 9" ctrs
#4 stirrups @ each stirrup space (3rd. hook at top)
#4 '⌒' & '⌴' bars at each pair of stirrups (8 extra '⌒' bars @ 2" ctrs at each hold down)
#4 vert. 'U' bars bot. 90° hook each end
#5 horiz 'U' bars as shown (16'-0" legs)
2'-4"
2'-0"

PRESTRESS NOTES:

PRECAST PRESTRESSED CONCRETE: All concrete shall be Class 6000-1. Concrete strength at release shall not be less than 4500 psi.

PRETENSIONING STEEL: All strands shall be ½" dia., 7-wire strands with a minimum ultimate strength of 41,300 lbs (ASTM A-416 Grade 270). Straight strands shall be tensioned initially to 28,910 lbs. Deflected strands shall have the same tension after deflecting.

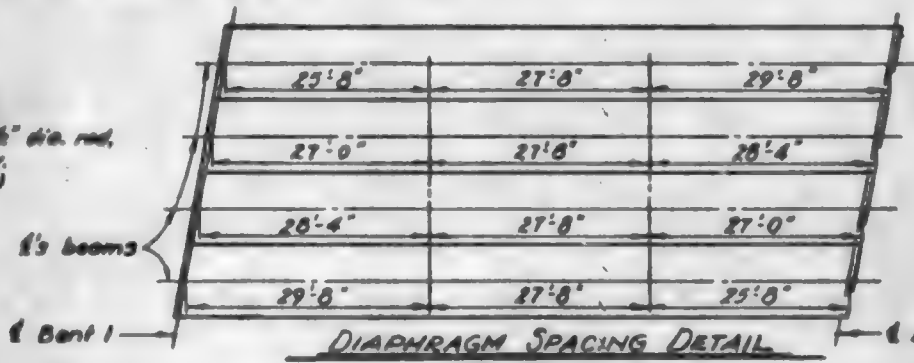
MILD STEEL REINFORCEMENT: All reinforcing steel shall conform to ASTM Spec. A 615 Grade 60 bars. All bars shall be placed 1" clear of the nearest face of concrete unless noted or shown otherwise.

DIAPHRAGM BEAMS: To be cast in field. Tie rods shall be ¾" dia. ASTM Spec. A-322 steel bars with a minimum ultimate strength of 64,100 lb. enclosed in an approved, sealed duct to allow post-tensioning after diaphragm beams are poured. Beams shall be braced against lateral deflection during diaphragm beam pour. Tie rods tightened to snug beams against diaphragm beam forms may be used for bracing. 3 days minimum after diaphragm beams are poured, rods shall be stressed to an initial tension of 43,000 lb. Pressure grout after post-tensioning (See Specifications). Exposed tie rods, plates, nuts & washers and embedded flange shear connectors shall be painted with 2 coats of epoxy enamel, color concrete grey. (Minimum one coat on concrete side of anchor plate). Anchor at jacking end shall be "Nowlett Grip Nut" or approved equal.

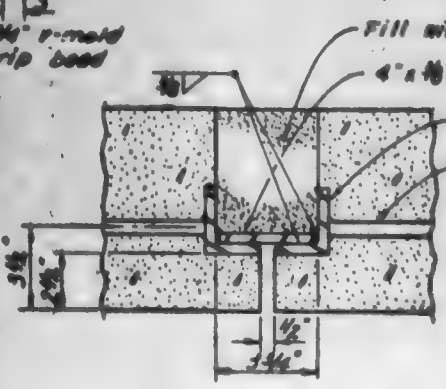
GROUT: Keyway between beam flanges shall be filled with non-shrink grout with a minimum design strength of 5000 psi in 28 days. Grout proportions shall be approved by the Engineer. No traffic shall be allowed on the structure until the grout has attained a minimum strength of 4000 psi.

BEAM FABRICATION: Dimensions shown are horizontal dimensions of finished beam. Allowance shall be made by fabricator for elastic shortening, creep, and shrinkage (1" estimated in 2 weeks). Estimated upward deflection due to prestress 3 months after transfer is 1¼"

HANDLING OF BEAMS: Beams shall be maintained in an upright position at all times. They shall be lifted by means of lifting bars securely anchored in the end block as approved by the Engineer.

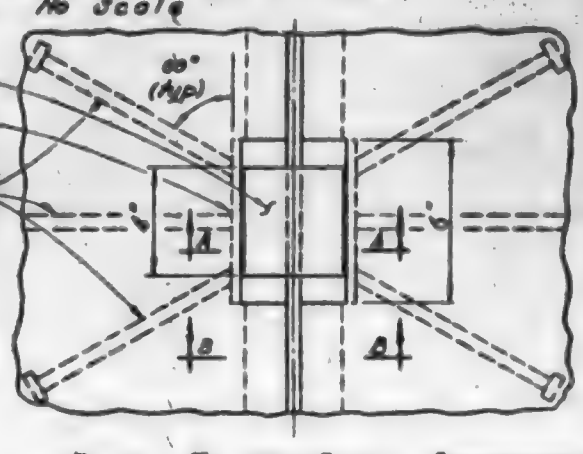


DIAPHRAGM SPACING DETAIL
No Scale

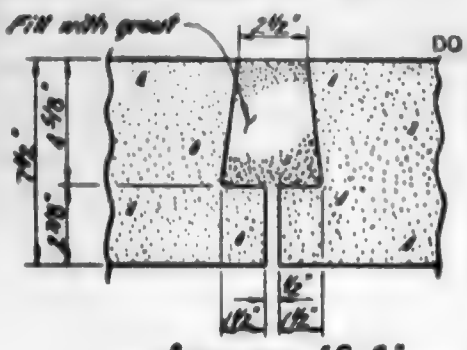


Note: Place shear connectors shown @ 4'-0" maximum ctrs. full length of beams.

SECTION "A-A"
Scale: 3" = 1'-0"



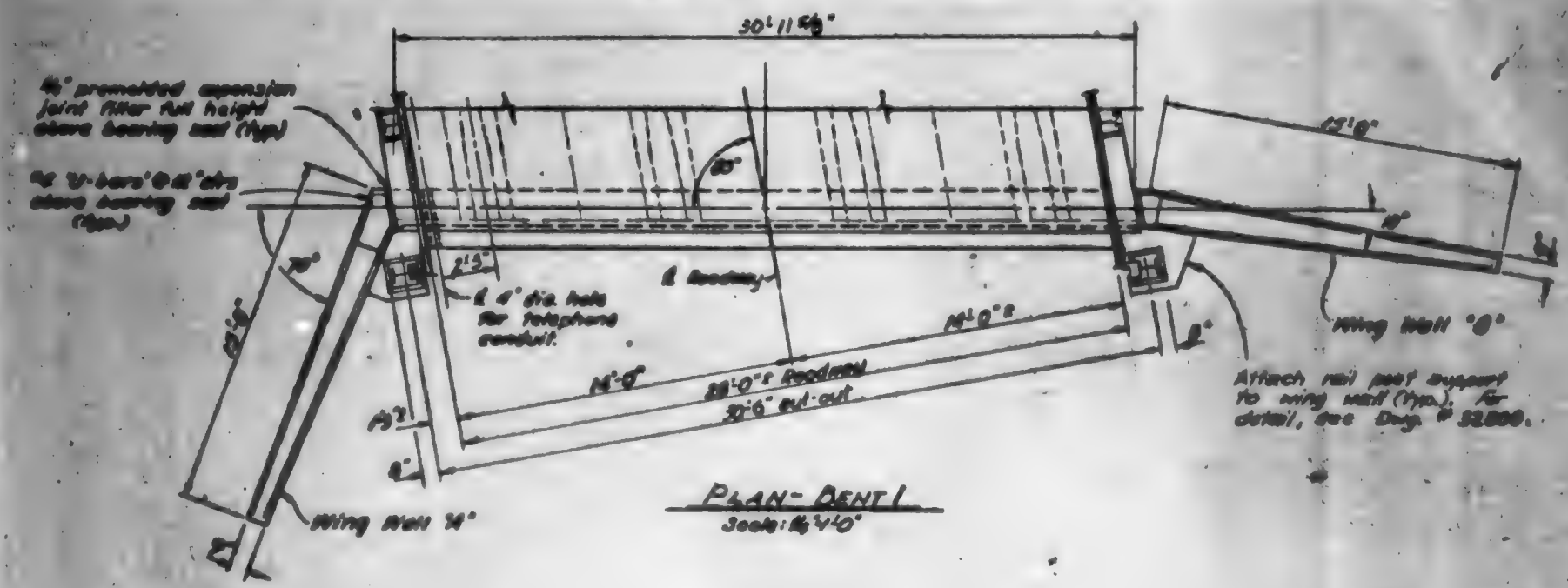
PLAN - FLANGE SHEAR CONNECTOR
Scale: 3" = 1'-0"



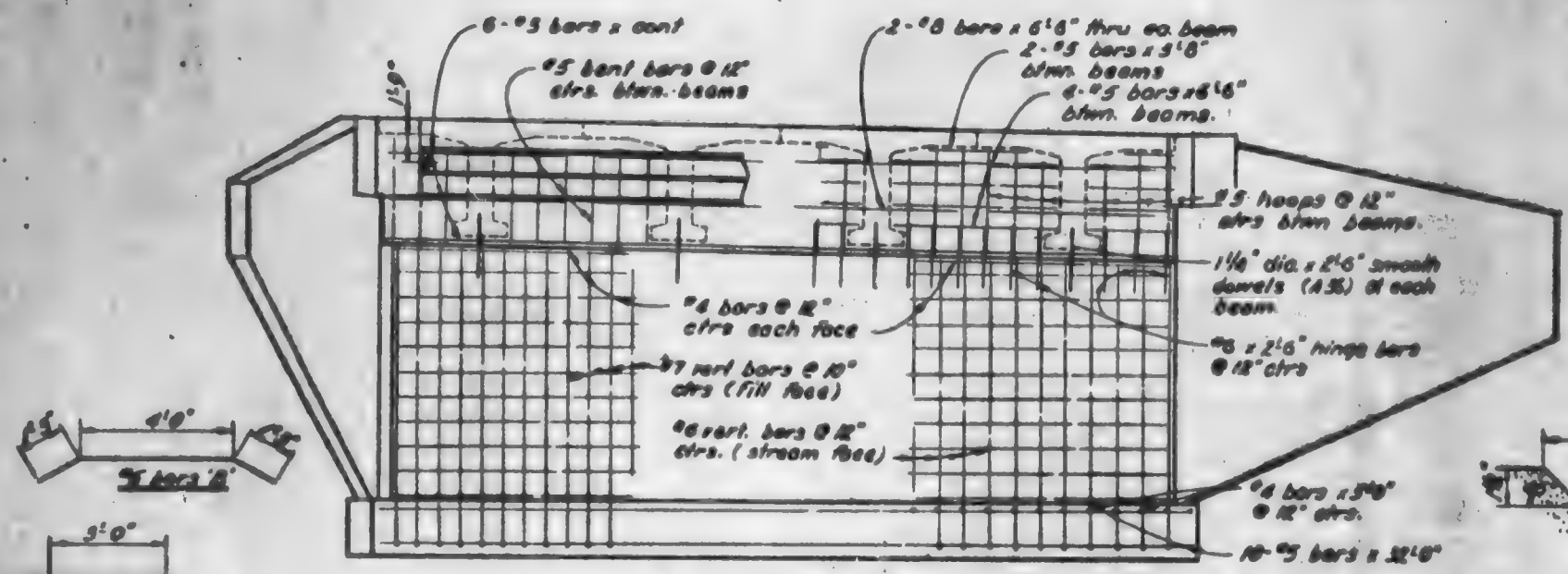
SECTION "B-B"
Scale: 3" = 1'-0"

ADVANCE PLANS
JUL 12 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

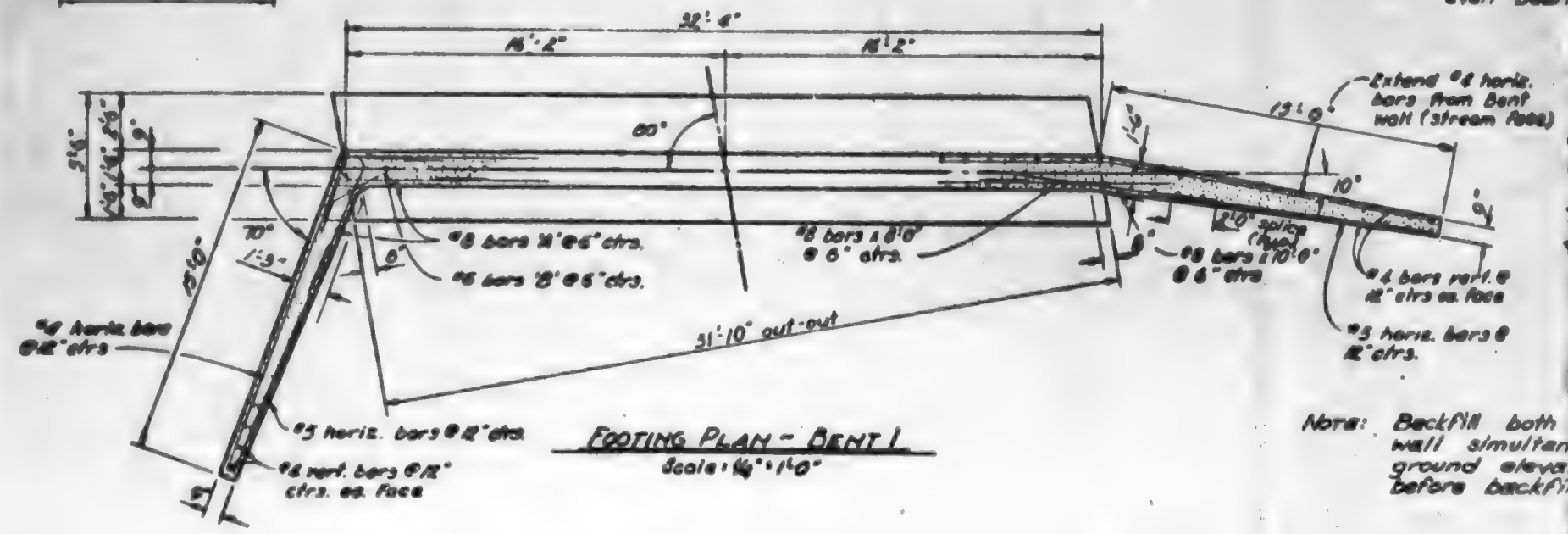
APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED GWV DRAWN MCV CHECKED REVIEWED REVIEWED CALC. BOOK 1663	LOOKINGGLASS CREEK (PALMER JCT.) BR.
DATE / REVISION	INTEGRAL DECK BULB-T BEAMS
	DATE June 24, 1977 BRIDGE NO. 18255 SHEET 3 OF 10 DRAWING NO. 57801



PLAN - BENT I
Scale: 1/4" = 1'-0"

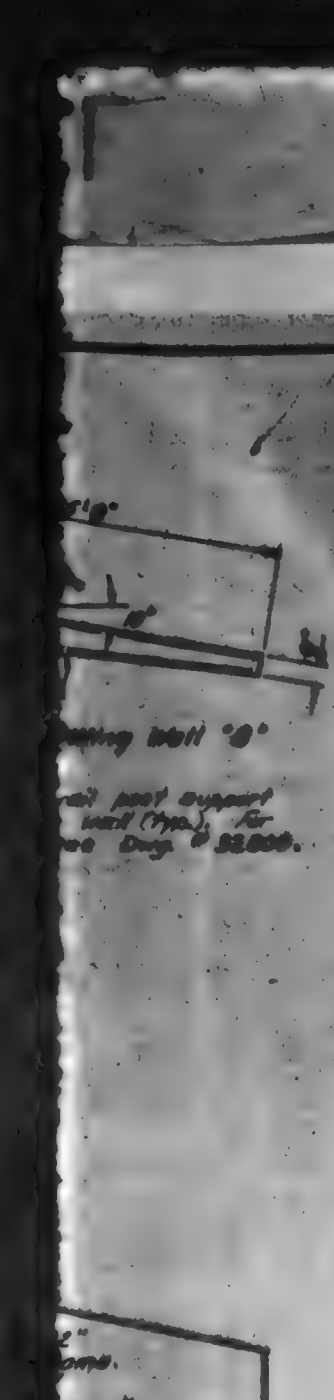

6 - #5 bars x cont
#5 bent bars @ 12" ctrs. btwn. beams
2 - #8 bars x 6'-8" thru ea. beam
2 - #5 bars x 3'-8" btwn beams
4 - #5 bars x 6'-8" btwn. beams.
#5 hoops @ 12" ctrs btwn beams.
1 1/8" dia. x 2'-6" smooth dowels (A.S.) @ each beam
#8 x 2'-6" hinge bars @ 12" ctrs
#4 bars @ 12" ctrs each face
#7 vert bars @ 10" ctrs (Fill face)
#6 vert. bars @ 12" ctrs. (stream face)
#4 bars x 3'-6" @ 12" ctrs.
10 - #5 bars x 32'-6"
4'-0"
#4 bars @ 12"
3'-0"
#8 bars 'A'
6'-0"
Form o... tray wil... 2" x 10"
Note: Grou... shim block... 2 layers o... felt on top... even bear...

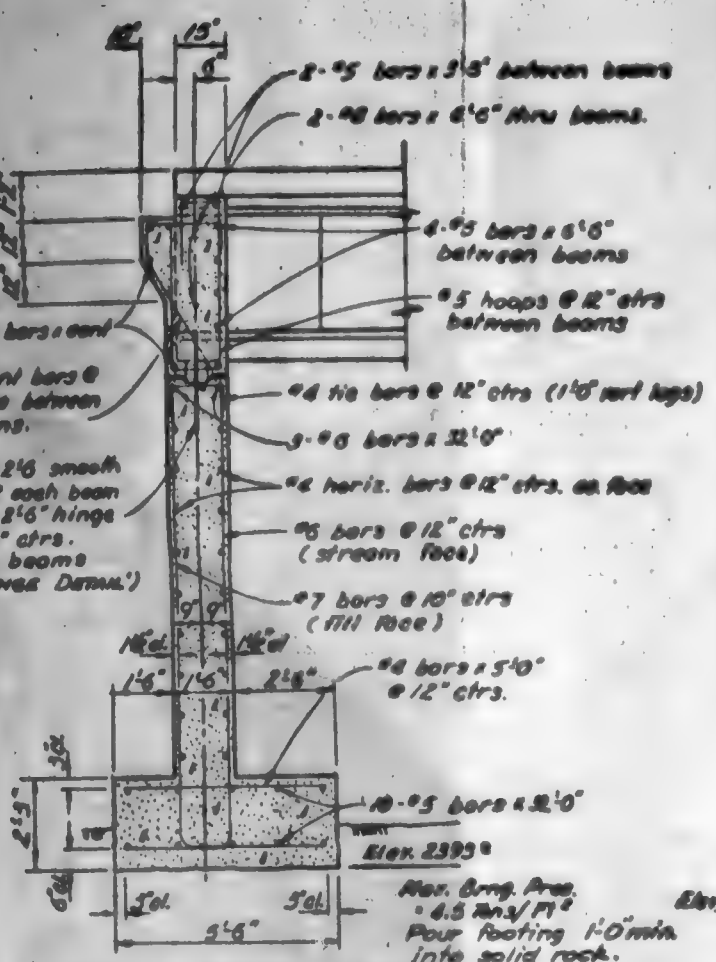
ELEVATION - BENT I
Scale: 1/4" = 1'-0"


32'-4"
16'-2"
16'-2"
60°
70°
1:3
#8 bars 24" @ 6" ctrs.
#6 bars 28" @ 6" ctrs.
#8 bars x 8'-0" @ 6" ctrs.
#8 bars x 10'-0" @ 6" ctrs
19'-0"
10"
2'-0" splice (Typ.)
Extend #4 horiz. bars from Bent wall (stream face)
#4 bars vert. @ 12" ctrs ea. face
#5 horiz. bars @ 12" ctrs.
#4 horiz. bars @ 12" ctrs
#5 horiz. bars @ 12" ctrs.
#6 vert. bars @ 12" ctrs. ea. face
31'-10" out-out

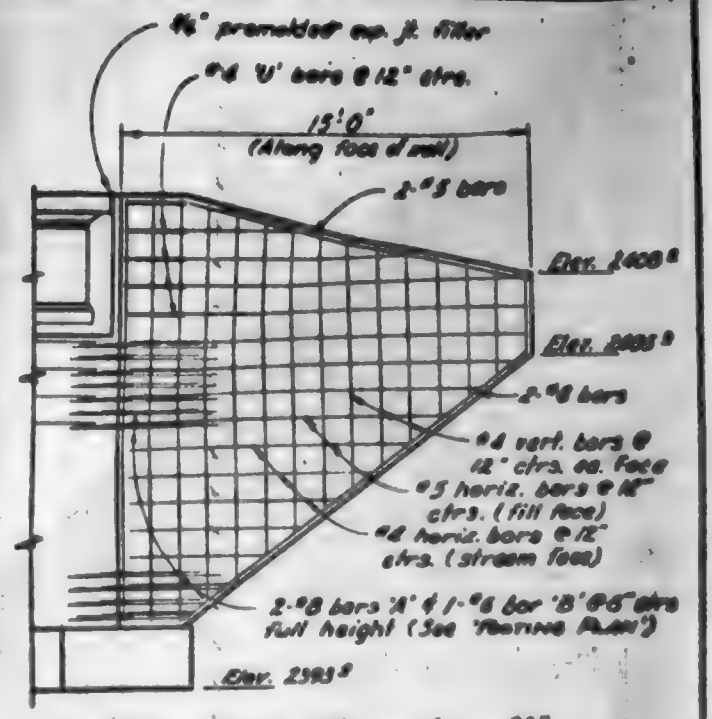
FOOTING PLAN - BENT I
Scale: 1/4" = 1'-0"

Note: Backfill both ... wall simultan... ground eleva... before backfi...

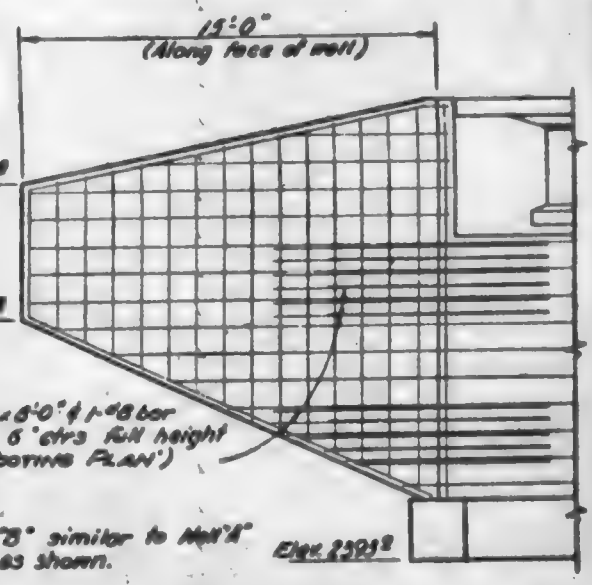



15"
2-#5 bars x 3'5" between beams
2-#8 bars x 6'6" thru beams.
4-#5 bars x 5'6" between beams
#5 hoops @ 12" ctrs between beams
6-#5 bars x cont
#5 bent bars @ 12" ctrs between beams.
#4 tie bars @ 12" ctrs (1'6" vert legs)
3-#6 bars x 32'0"
#4 horiz. bars @ 12" ctrs. ea. face
#6 bars @ 12" ctrs (stream face)
#7 bars @ 10" ctrs (fill face)
1¼" dia. x 2'6 smooth dowels at each beam end #6 x 2'6" hinge bars @ 12" ctrs. between beams (See "Wings Detail")
#4 bars x 5'0" @ 12" ctrs.
10-#5 bars x 32'0"
Elev. 2393.0
Elev. Bearing Press. = 4.5 Tons/Ft²
Pour footing 1'0" min. into solid rock.
5'6"

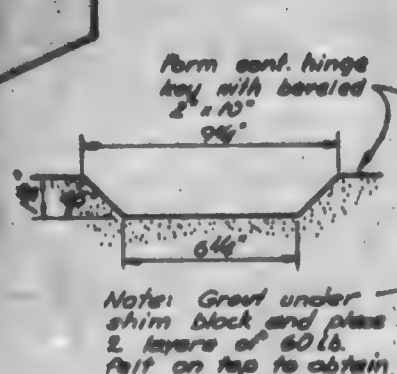
TYPICAL SECTION - BENT 1
Scale: ¾" = 1'0"


¾" premolded exp. jt. filler
#4 'U' bars @ 12" ctrs.
15'0" (Along face of wall)
2-#5 bars
Elev. 2408.0
Elev. 2403.0
2-#8 bars
#4 vert. bars @ 12" ctrs. ea. face
#5 horiz. bars @ 12" ctrs. (fill face)
#4 horiz. bars @ 12" ctrs. (stream face)
2-#8 bars 'A' & 1-#8 bar 'B' @ 6" ctrs full height (See "Footing Plan")
Elev. 2393.0

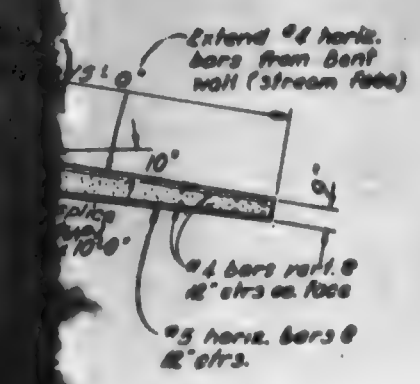
ELEVATION - WING WALL "A"
Scale: ¼" = 1'0"

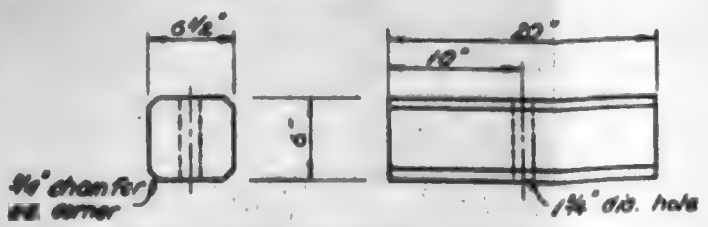

15'0" (Along face of wall)
Elev. 2407.0
1-#8 bar x 6'0" @ 6" ctrs full height (See "Footing Plan")
Note: Wall "B" similar to Wall "A" except as shown.
Elev. 2393.0

ELEVATION - WING WALL "B"
Scale: ¼" = 1'0"


Form cont. hinge key with beveled 2" x 10"
9¾"
6¼"
1-1¼" dia. x 2'6" smooth dowel (A.S.) at ea. beam.
Concrete shim block (See detail below.)
½" premolded exp. jt. filler.
Note: Grout under shim block and place 2 layers of 60 lb. felt on top to obtain even bearing.

HINGE DETAIL
Scale: 1" = 1'0"





Note: Grout shim block top and bottom to obtain even bearing.

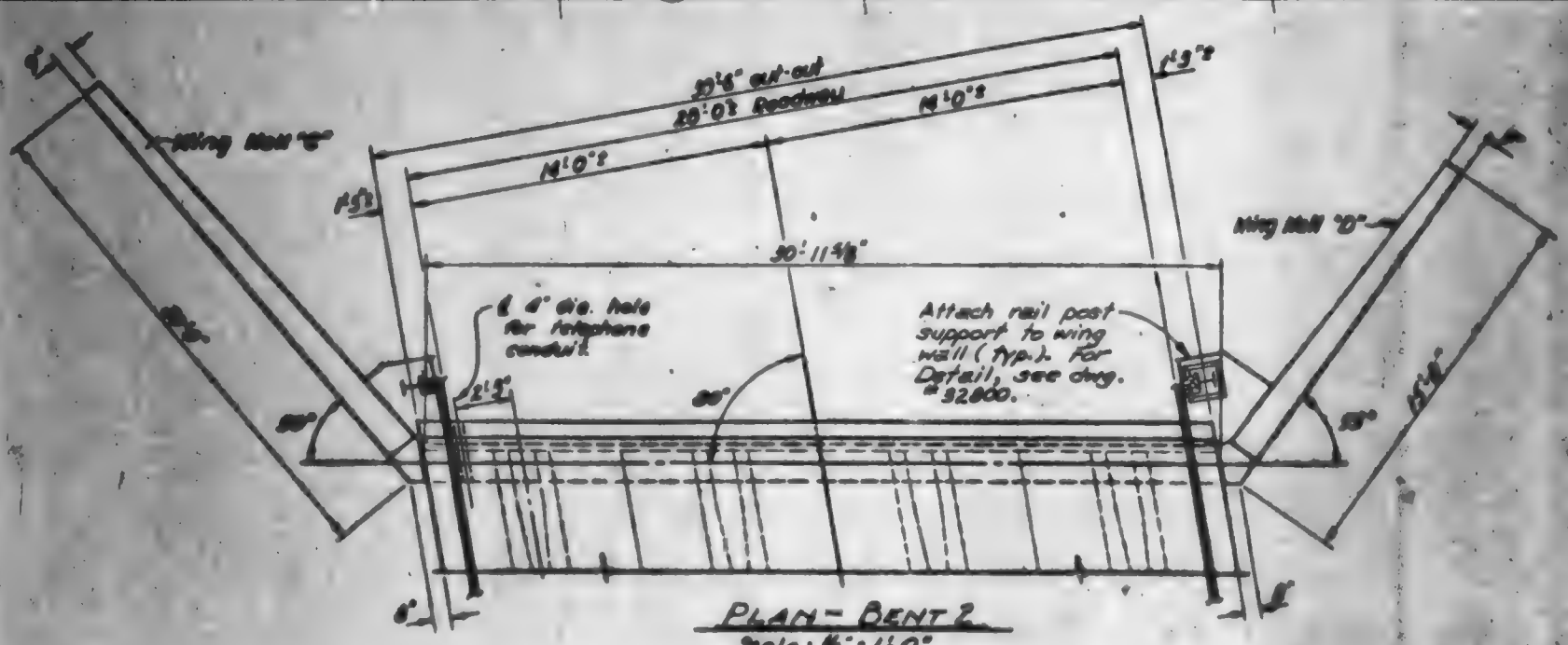
CONCRETE SHIM BLOCK
No Scale

Note: Backfill both sides of abutment wall simultaneously to original ground elevation. Set beams before backfilling above Elev. 2400.0.

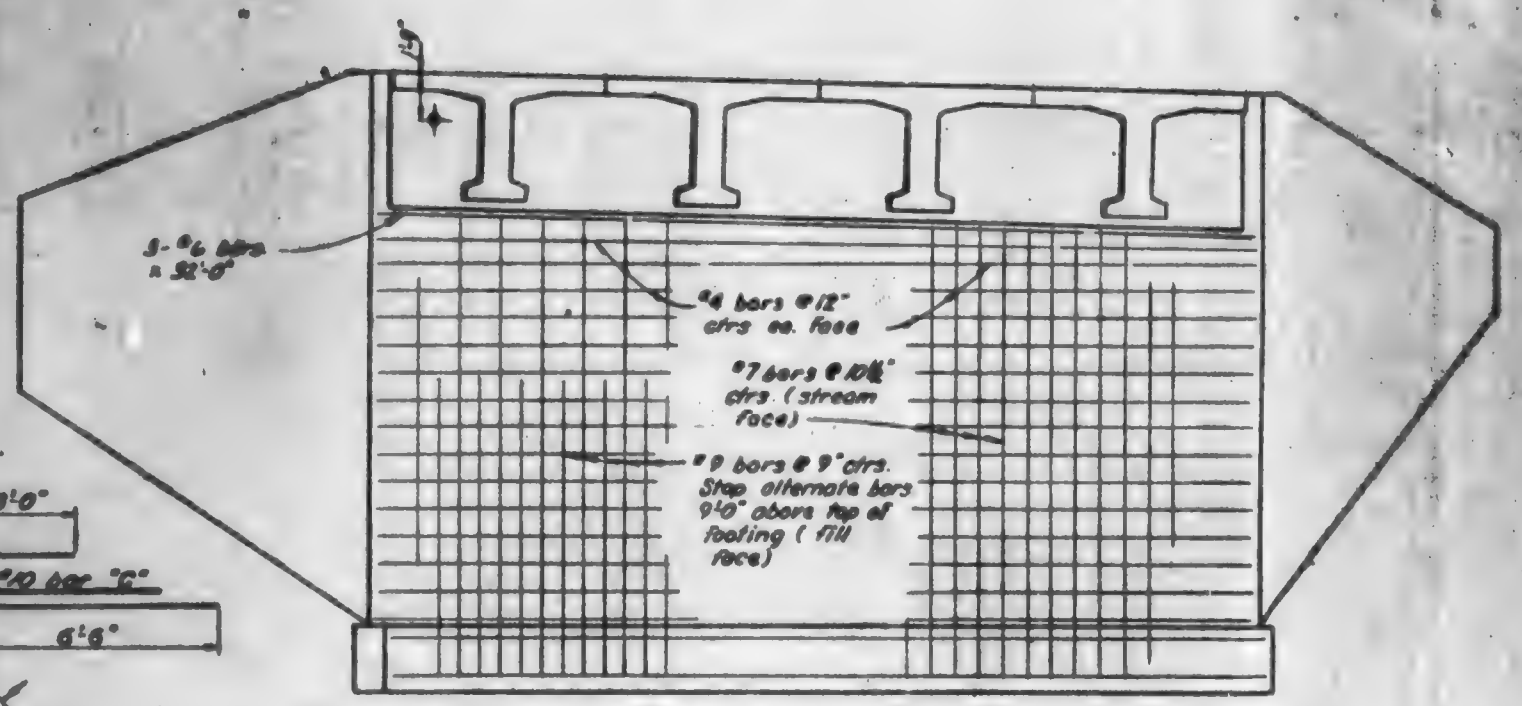
Note: Wing wall Elevations shown this drawing are viewed from the stream side, normal to face of wall.

ADVANCE PLANS
JUL 12 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

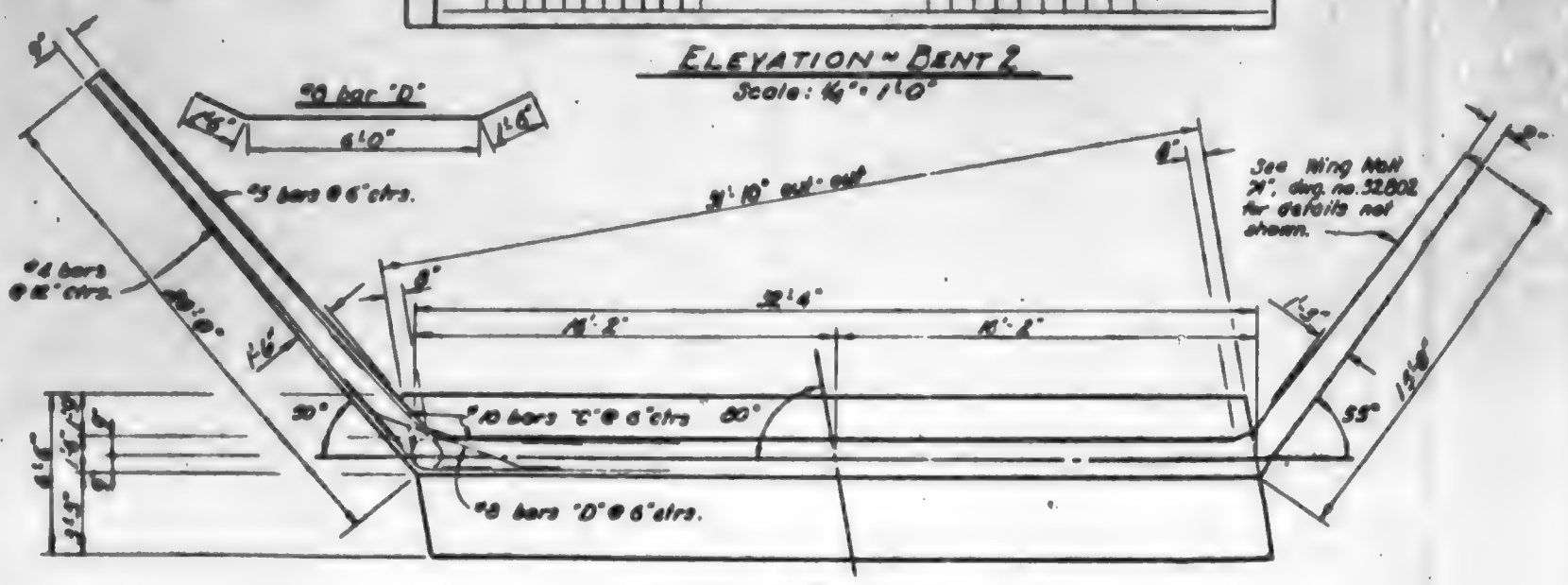
APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED GHV	LOOKINGGLASS CREEK (PALMER JCT.) BR.
DRAWN MCY	
CHECKED	BENT 1 DETAILS
REVIEWED	
REVIEWED	
CALC. BOOK 1663	
DATE / REVISION	DATE June 29, 1977 — SHEET 4 OF 10
	BRIDGE NO. 06255 — DRAWING NO. 32802



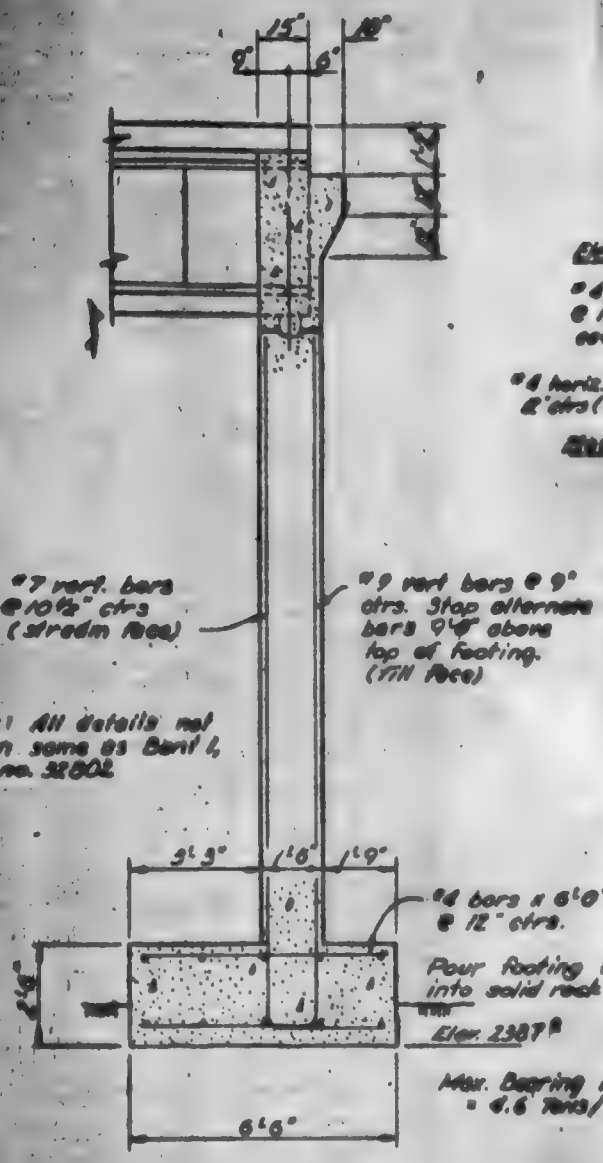
PLAN - BENT 2
Scale: 1/4" = 1'-0"


3-#6 bars = 52'-0"
#4 bars @ 12" ctrs. ea. face
#7 bars @ 10½" ctrs. (stream face)
#9 bars @ 9" ctrs. Stop alternate bars 9'0" above top of footing (fill face)
3'0"
#10 bar "C"
6'6"

ELEVATION - BENT 2
Scale: 1/4" = 1'-0"



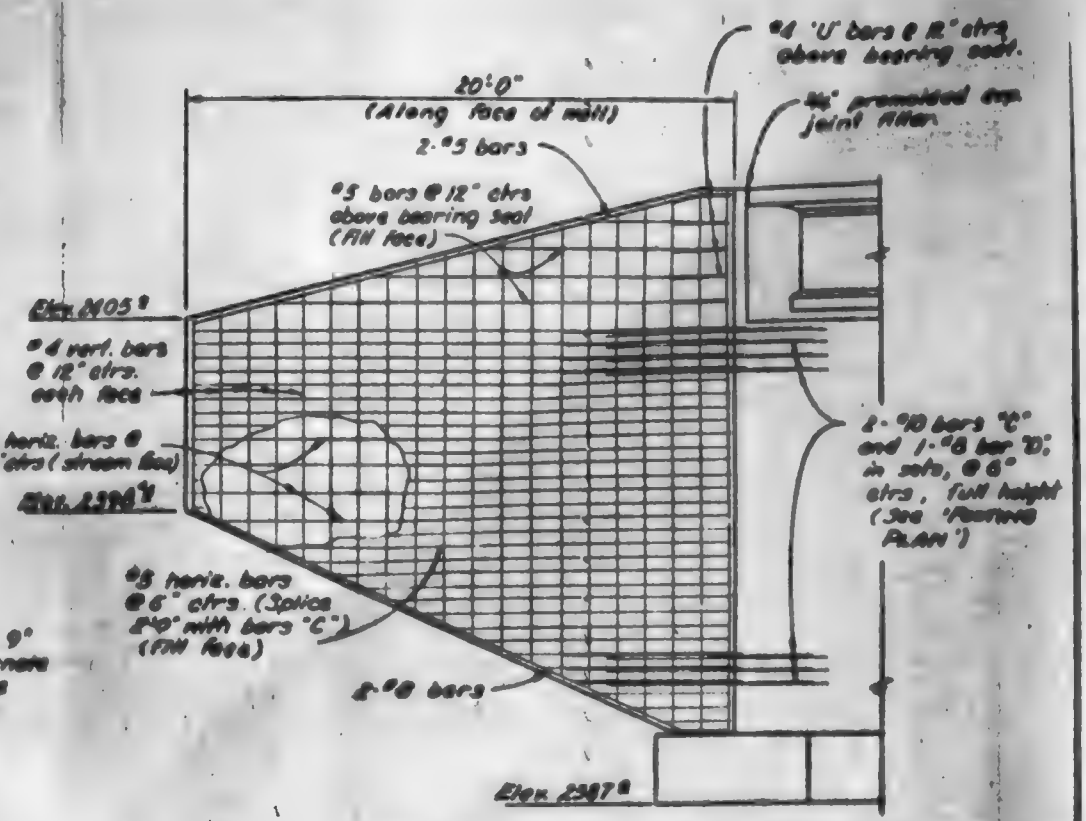
FOOTING PLAN - BENT 2
Scale: 1/4" = 1'-0"



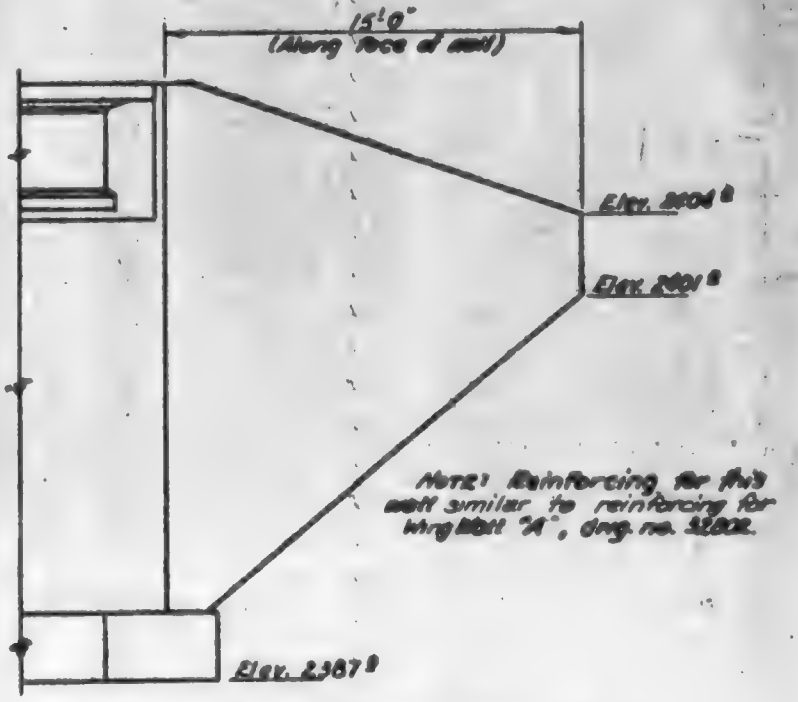
TYPICAL SECTION ~ BENT 2
Scale: ½" = 1'-0"

Note: All details not shown same as Bent 4, dwg. no. 32802

Note: Backfill both sides of wall simultaneously to original ground elevation. Do not backfill above Elev. 2400.8 until beams are in place.


#4 'U' bars @ 12" ctrs. above bearing seat.
20'-0" (Along face of wall)
¾" premolded exp. joint filler.
2-#5 bars
#5 bars @ 12" ctrs above bearing seal (fill face)
Elev. 2405.8
#4 vert. bars @ 12" ctrs. each face
#4 horiz. bars @ 12" ctrs (stream face)
Elev. 2398.8
2-#10 bars "C" and 1-#8 bar "D" in sets, @ 6" ctrs, full height (See 'Footing Plan')
#5 horiz. bars @ 6" ctrs. (Splice #10 with bars "C") (fill face)
2-#8 bars
Elev. 2387.8

ELEVATION ~ WING WALL "C"
Scale: ¼" = 1'-0"

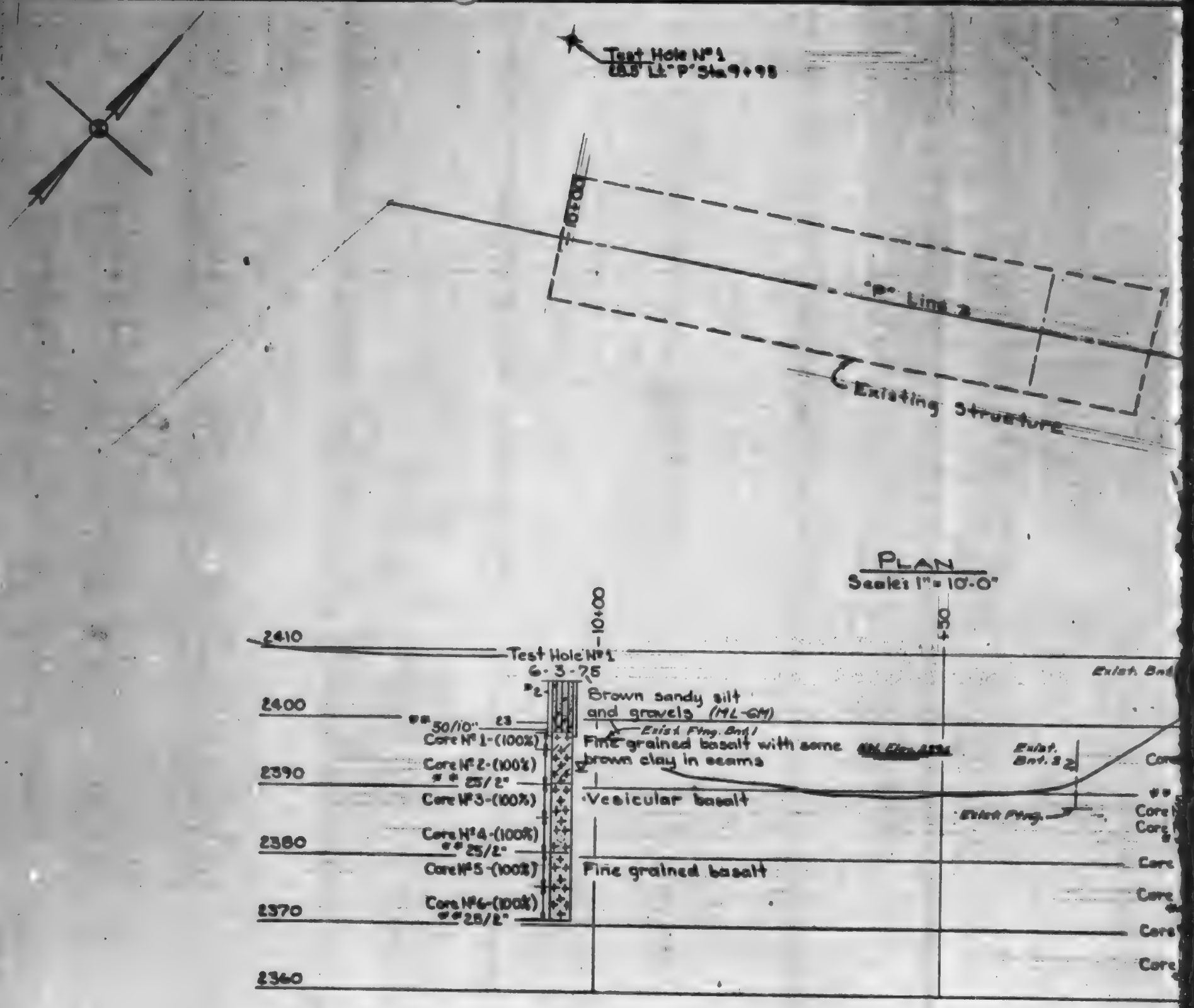


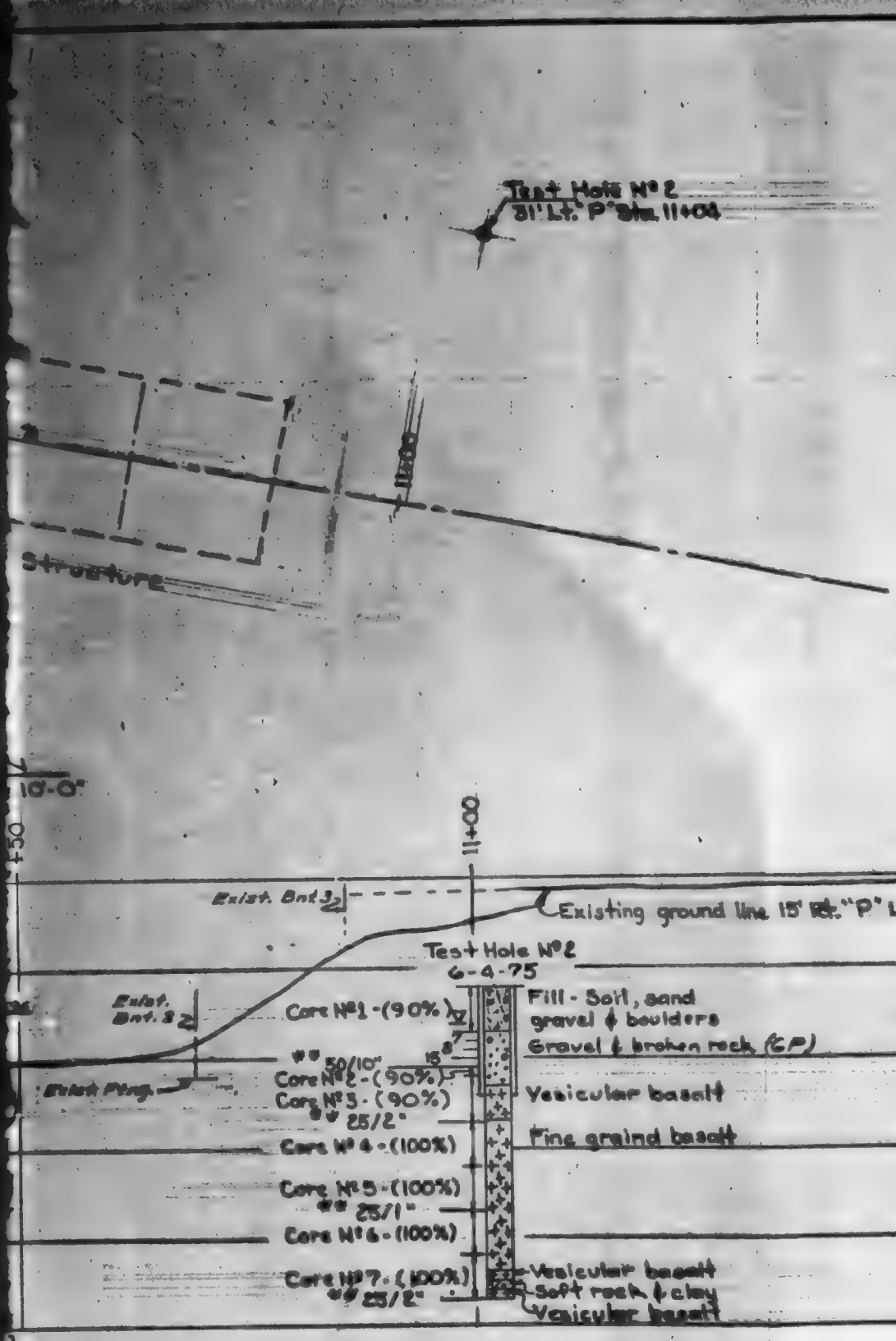
Note: Reinforcing for this wall similar to reinforcing for Wing Wall "A", dwg. no. 32802.

ELEVATION ~ WING WALL "D"
Scale: ¼" = 1'-0"

ADVANCE PLANS
JUL 12 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED GWV	LOOKINGGLASS CREEK (PALMER JCT) BR.
DRAWN MCY	
CHECKED	
REVIEWED	
REVIEWED	BENT 2 DETAILS
CALC. BOOK 1663	
DATE / REVISION	DATE June 20, 1977 SHEET 5 OF 10
	BRIDGE NO. 16255 DRAWING NO. 32805


Test Hole N°1
68.8' Lt. "P" Sta. 9+98
"P" Line
Existing Structure
PLAN
Scale: 1"=10'-0"
10+00
10+50
2410
2400
2390
2380
2370
2360
Test Hole N°1
6-3-75
#2
Brown sandy silt and gravels (ML-GM)
Existing Fdn. Bm#1
Fine grained basalt with some brown clay in seams
Vesicular basalt
Fine grained basalt
#* 50/10"
Core N°1-(100%)
Core N°2-(100%)
#* 25/2"
Core N°3-(100%)
Core N°4-(100%)
#* 25/2"
Core N°5-(100%)
Core N°6-(100%)
#* 25/2"
Existing Fdn. Bm#2
Existing Fdng.
Existing Bm
Core
FOUNDATION DATA
Scale: 1"=1'-0"
Foundation data shown on this drawing, in some instances, is a consolidation of and a revision in terminology from the original field drilling logs. The original field drilling logs are available for review in the office of the Bridge Engineer in Salem.
Elevation ground wa
* Standard Penetratio
** Oregon Miniature Pil
LEGEND OF MATERIALS
1 Gravels, cobbles and boulders.
2 Sand.
3 Silts.
4 Clays.
5 Silty gravels, gravel-silt mixture.
6 Silty sand, sand-silt mixture.
7 Clayey gravel, gravel-clay mixture.
8 Clayey sand, sand-clay mixture.
9 Silty clay.
10 Sand-silt-clay mixture, near equal proportions.
11 Sandstone.
12 Shale.



TION DATA

: 1"=1'-0"

▽ Elevation ground water encountered
* Standard Penetration test.
** Oregon Miniature Pile test.

clay.

Sandstone.

Basalt rock, broken, solid, weathered, lava.

silt-clay ..., near ... proportions.

Shale.

ADVANCE PLANS

JUL 12 1977

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED ... DRAWN L.W. CHECKED J.L.D. REVIEWED ... REVIEWED ... CALC. BOOK ...	LOOKINGGLASS CREEK BRIDGE
DATE / REVISION	FOUNDATION DATA
	DATE 3-15-77 BRIDGE NO. 16255
	SHEET 5 OF 10 DRAWING NO. 32804

8595

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 8, 1977

FROM: Donald E. Keyes
Federal Projects Liaison Engr

TO: F I L E

SUBJECT: Section 404 Permits for
Lookinggless Cr (Palmer Jct) Bridge
Union County
McKay Cr (Hornecker Road) Bridge
Washington County

The above projects are coverd under Section 404 General Permit. The required six months' notices were sent out in April 1977 which would clear the Section 404 requirement by October; however, the projects are scheduled for an earlier letting date.

On July 6, 1977 the following persons were contacted and their verbal approval was obtained clearing Section 404 permit requirements:

Pat Wright
US Fish and Wildlife Service

Charles Koski
National Marine Fisheries Service

Bill Lawrence
Environmental Protection Agency

Roy Schram
Corps of Engineers

Glen Carter
Oregon Department of Environmental Quality

DEK:jp
cc J.E. Versteeg
W.J. Hart
D.E. Keyes

Versteeg
Olson
copy Swenson
Scott
copy Swenson
Savage
Trout

RECEIVED
JUL 08 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Section IMMEDIATE VICINITY STRUCTURE Programming Estimate $ 150,000

Highway FAS 8613 Project Length

County DIVISION 8595 7-8-77 Completion Time 180 Col. days

Kind of Work STRUCTURE

Prefix 531-19+r FA Project No. RS-8613(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~121,800~~ 96,050

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	100
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 100

by Local Program
Hal Vanstee

Info	
Investigate	
R/D	
Action	
File	
Letter	
See me	

FOR REFER TO: JUL 14 '77 PROJECT MANAGEMENT

N

$ 96,150

~~Contingencies (4-1/2%)~~	~~4326.75~~ ~~5809.50~~ 9,615
~~Engineering (10 %)~~	~~5,809.50~~ ~~13,119~~
~~SUBTOTAL~~	$
~~Credit for~~	
Estimated Net Authorization, Construction	$ ~~150,109.50~~ 110,091.75

APPROVED

Road Design Engineer

Roger they could add
with a dam. Who they
say it'll cost $150,000
will - even if they have
to check it first

by Alvin Campbell
Joe Schlienz

7-8-77

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date

Lookingglass Cr. (Palmer Lt.) Bridge — County

Name Day

Kind of Work — Length

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization	7%	Lump	All		8500
Bridge Removal Work		Lump	All		5000
Shoring, Cribbing, Etc.		Lump	All		5000
Structure Excavation		C.Yd.	250	15	3750
Structure Excavation Below Elevations Shown		C.Yd.	20	20	400
Structural Concrete, Class 3300 (P.C. 3 sack)		Lump	All		27,000
80'-85' Bulb Tee Prestressed Beams		Each	4	8000	32,000
Reinforcement (19,000 lbs)	030	Lump	All		5700
42" I Rail w/ 4" Channel		Lin.Ft.	150	35	5250
Guard Rail w/ Steel Pile		Lump	All		3500
					131,000
					96,050

Section LOOKINGGLASS CR(PALMER ICT) BRIDGE Programming Estimate $ _____

8595

Highway FAS B613 Project Length _____

County UNION Completion Time 180 Col. days

Kind of Work STRUCTURE _____

Prefix 531-1925 FA Project No. RS-B613(1)

ROUTING SLIP	DATE: 7/6/72

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 5
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Roger Lang FROM: Loc. Prog M.

COMMENTS:

Please forward one copy to county for their info.

FORM 61-734-3100 (REV. 9-76) SP 35562-734

TRUCTION AUTHORIZATION

:act Amount $ 131,000

100 $ 100

Misc. Permit Fees _____

$ 131100 -

Contingencies (4-1/2%) 5899 50

Engineering (10 % 13110 00

SUBTOTAL $ _____

Credit for _____

Estimated Net Authorization, Construction . . . . . $ 150,109 50

APPROVED

_____

Road Design Engineer

Section LOOKINGGLASS CR(PALMER JCT) BRIDGE Programming Estimate $ _____

Highway FAS B613 Project Length _____

County UNION Completion Time 180 Col. days

Kind of Work STRUCTURE _____

Prefix 531-1925 FA Project No. RS-B613(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 131,000

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Install Water Meter		$ 100
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		

$ 131100 -

Contingencies (4-1/2%) 5899 50

Engineering (10 %) 13110 00

~~Credit for~~ _____ ~~SUBTOTAL~~ $ _____

Estimated Net Authorization, Construction $ 150,109 50

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Lookingglass Cr. (Palmer Lt.) Bridge

County

Kind Of Work Length Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	7%	All	All		8500
	Bridge Removal Work		"	"		5000
	Shoring, Cribbing, Etc.		"	"		5000
	Structure Excavation		C.Y.	250	15	3750
	Structure Excavation Below Elevation Shown		"	20	20	400
	Structural Concrete, Class 3300 (17 x 40 x 200)		"	All		27,000
	80'/85' Bulb Tee Prestressed Beams		Ea.	4	8000	32,000
	Reinforcement (19,000 lbs @ 0.30)		Lb.	1		5700
	Metal Rail with Chain		L.F.	150	35	5250
	Guard Rail End Sections		All	All		3500
						131,000

Section LOOKINGGLASS CR(PALMER JCT) BRIDGE Programming Estimate $ 150,000

Highway FAS 3613 Project Length

County UNION Completion Time 180 cal. days

Kind of Work STRUCTURE

Prefix 531-1925 FA Project No. RS-3613(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 94550
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Install Water Meter		$ 100
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 94650
Contingencies (4-1/2%)		4259.25
Engineering (10 %)		9466.50
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 108,374.75

APPROVED

Road Design Engineer

APPROVED
Dennis C. Christensen
FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Lookinggless Cr. (Palmer Jct.) Bridge County

Kind Of Work Length Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	9%	All	All		7000
	Bridge Removal Work		All	All		5000
	Shoring, Cribbing Etc.		All	All		5000
	Structure Excavation		Cu Yd	250	15	3750
	Structure Excavation Below Elevations Shown		Cu Yd	20	20	400
	Structural Concrete, Class 3300 (135 cyd @ 200)		All	All		27,000
	80'/85' Bulb Tee Prestressed Beams		Each	4	8000	32,000
	Reinforcement (19,000 lbs @ 0.30)		All	All		5700
	Metal Rail with Channel		Lin Ft	150	35	5200
	Guard Rail in Stockpile		All	All		3500
						94550

(#2) 8595

ODOT B-4

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Lookingglass Creek Bridge
Highway: Forest Boundary Road
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. E. Schwartz
District Engineer: G. A. Starkey
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ODOT B-4

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: 207 Transportation Bldg. [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: D. H. Moehring [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Lookingglass Creek Bridge Forest Boundary Road [71]

11 [12] PROJECT LOCATION—CITY: - | PROJECT LOCATION—COUNTY: Union | PROJECT LOCATION SEC: T: R: [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Replacement of deficient bridge over Lookingglass Creek on the Forest Boundary Road 12 miles north of Elgin. [71]

07 [12] [71]

08 [12] [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19	[20] (B) Other [27	[28] (C) State [35	[36] (D) Local [43	[44] (E) FUNDS [51	[52] (F) FUNDS [60
80,000	-	-	-	-	80,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71]

15 [12] FEDERAL AGENCY NAME: U.S. Department of Commerce [45] | [46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	~~June 22, 1977~~	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH: July [42] | 43] DAY: 22 [44] | 45] YEAR: 1977 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

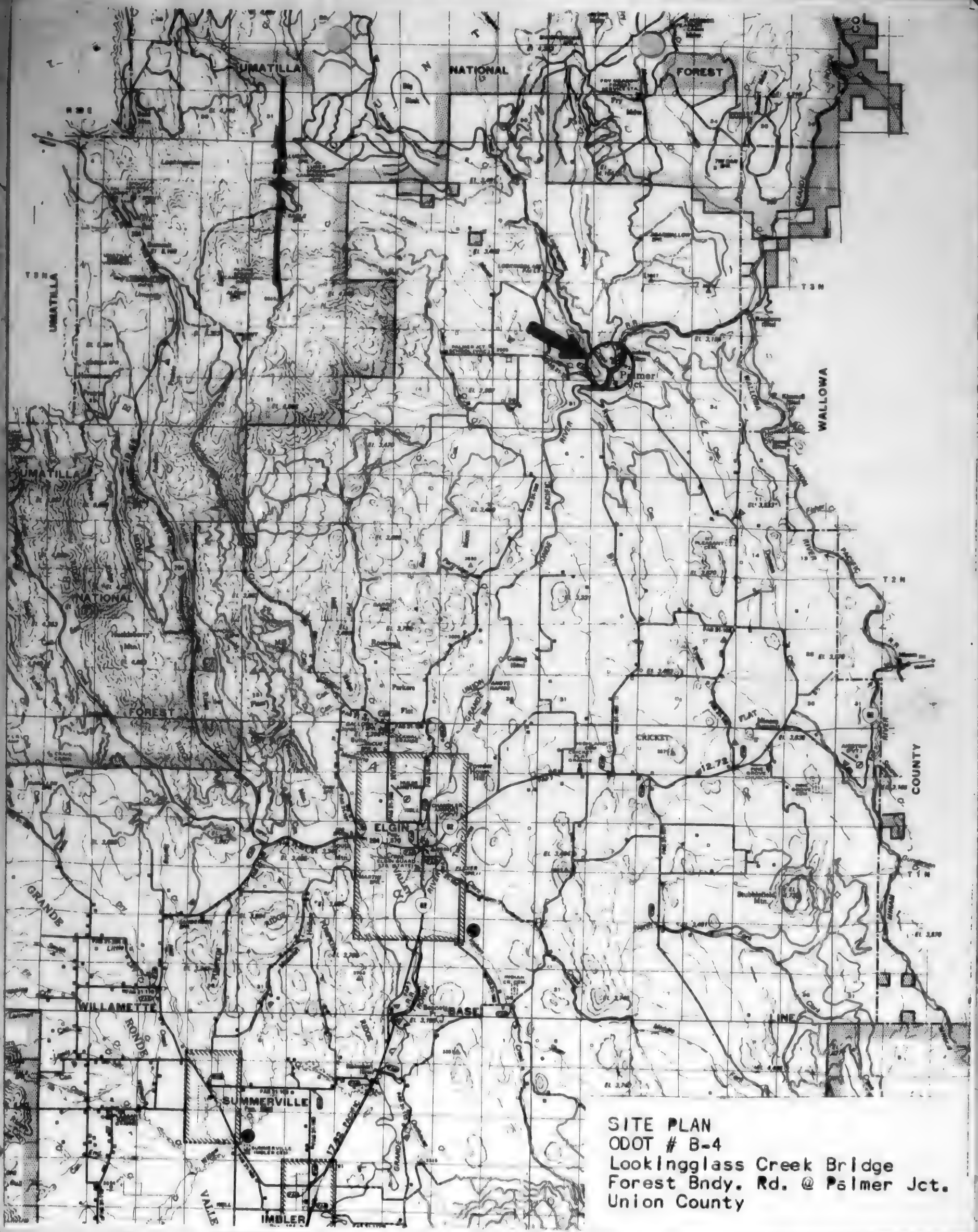
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (E) This is a Category 3 Project of Nonmajor Environmental impact under Oregon's Action Plan.



SITE PLAN
ODOT # B-4
Lookingglass Creek Bridge
Forest Bndy. Rd. @ Palmer Jct.
Union County

8595 D D FAS-C

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer
P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 21, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PROJECT MANAGEMENT
JUN 29 '77
REFER TO: wimer
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
D. H. MOEHRING

Alvin Campbell, Roadmaster
Union County Road Department
Rt. 1, Box 1676
La Grande, Oregon 97850

Dear Alvin:

Enclosed are two copies of drawings 32768 and 31822 comprising the preliminary plan and elevation and vicinity map concerning the Looking-glass Bridge. The latest estimated cost, including allowance for engineering and contingencies, is $110,000.

Please examine the plans and if found acceptable, present them to the County Court for signature approval.

After approval has been indicated, please return one copy to me soon as possible. This step is necessary so we can proceed towards advertisement for bids on August 25.

If you have any questions, please contact Joe Schlieski.

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

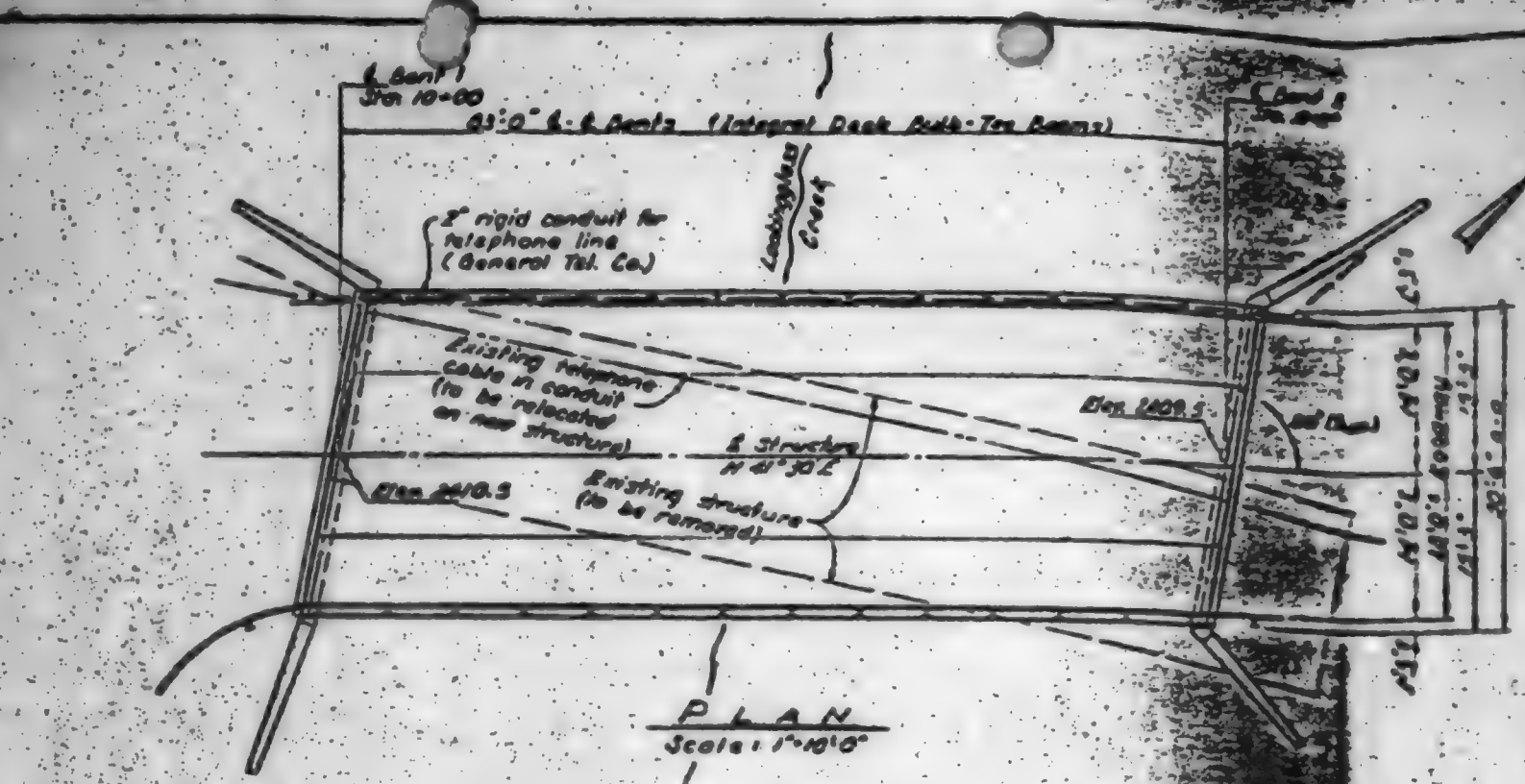
RCL/dlm
Enclosures

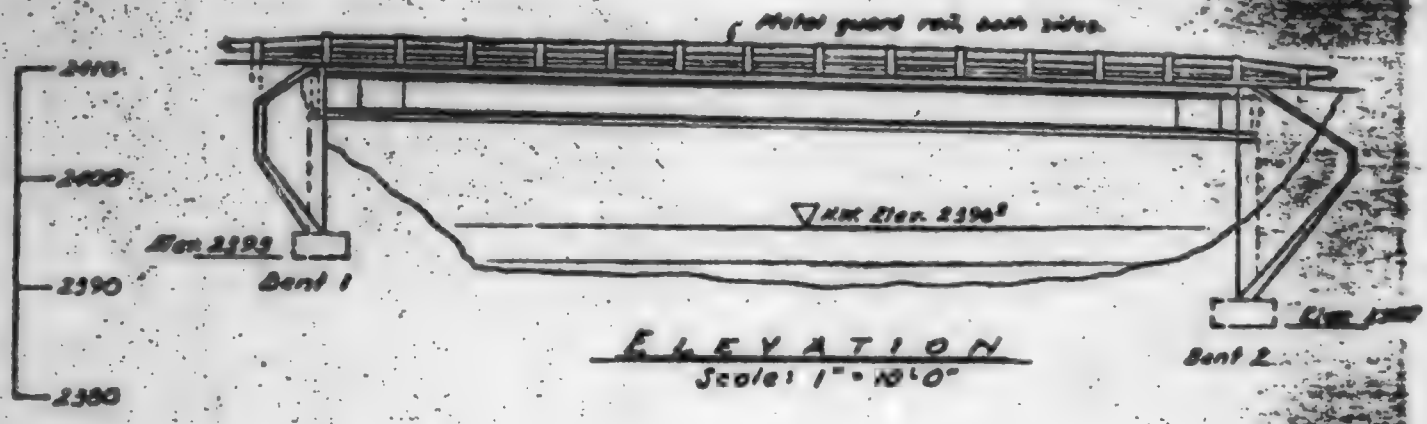
cc: T. G. Thompson
Road Design
Local Government Programs

HAL-FRED

NOTED

Form 81-734-3123


℄ Bent 1
Sta 10+00
83°0" ℄ - ℄ Bents (Integral Deck Pull-Top Beams)
Landscaped Crest
2" rigid conduit for telephone line (General Tel. Co.)
Existing telephone cable in conduit (to be relocated on new structure)
℄ Structure
N 41°30' E
Elev. 2410.3
Existing structure (to be removed)
Elev. 2409.5
PLAN
Scale: 1"=10'0"



APPROVED

BY UNION CO.

Earl Anderson

Harold Schuetze

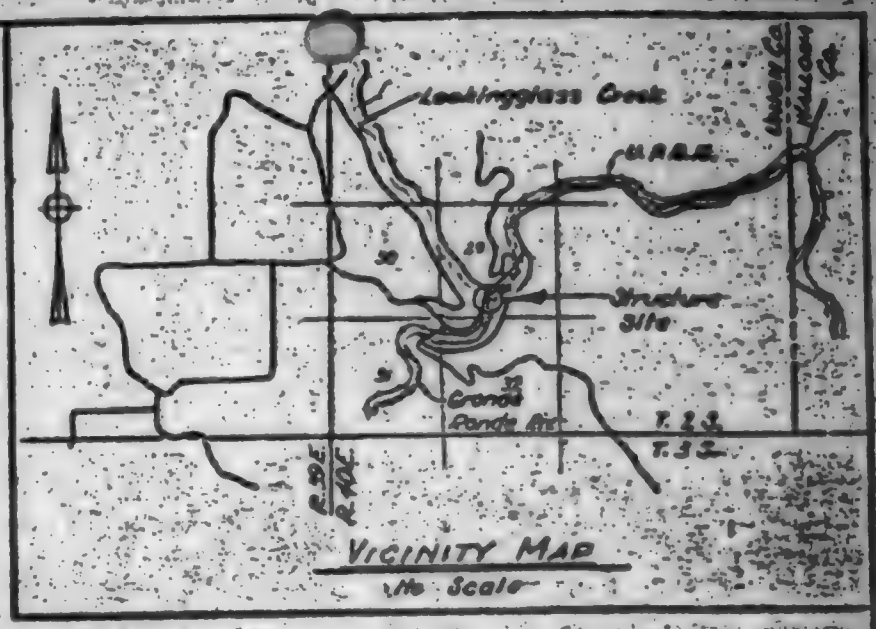
Ralph Robinson

DATE 6/22/77

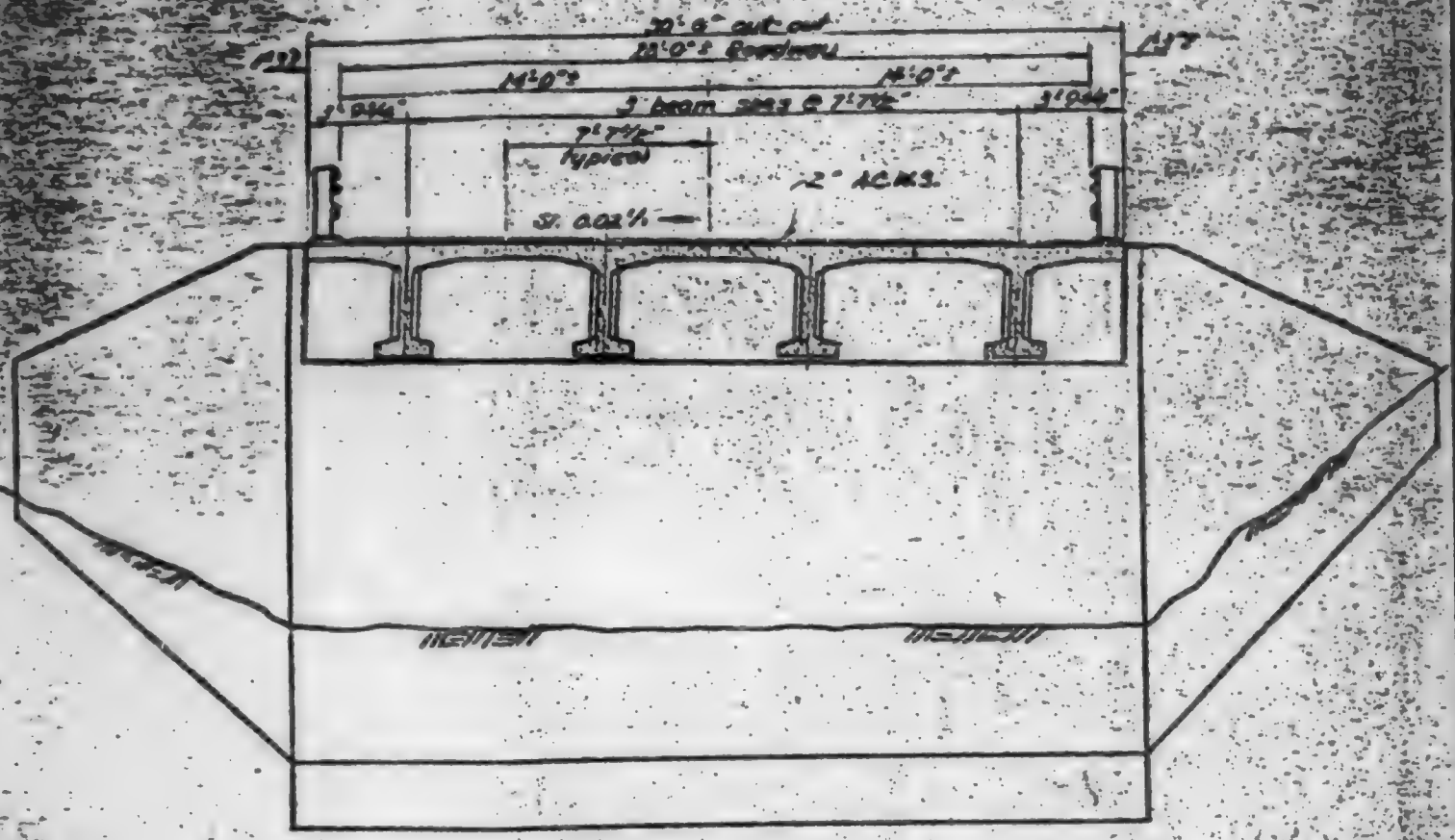
Orig to Br. Design 6/27/77

HYDRAULIC DATA

	CATSTROPHE FLOOD	MAX. FLOOD OF RECORD (1964)
DISCHARGE, cfs	1200	—
FREQUENCY, YRS	25	100+
N.M. ELEVATION NATURAL CHANNEL	2394.7	2396.2



VICINITY MAP
No Scale



TYPICAL SECTION
Scale: ¼"-1'-0"

APPROVED	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	LOOKINGGLASS CR. (PALMER JCT.) BR. FAS B613 UNION COUNTY
DEPUTY STATE HIGHWAY ENGINEER	PRELIMINARY PLAN & ELEVATION
DESIGNED GWF DRAWN MCF CHECKED REVIEWED REVIEWED CALC. BOOK	ACCOMPANIED BY DWGS.
DATE / REVISION	DATE 6-1-77 SHEET 1 OF 1
	BRIDGE NO. 18255 DRAWING NO. 32768

8595

FORM 61.724-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 20, 1977

FILE:

FROM: T. G. Thompson
Supervising Design Engineer

TO: Mr. W. E. Schwartz
Regional Engineer

Attention Mr. Roger C. Lang
Reg. Federal-Aid Engineer

SUBJECT:

Lookingglass Creek Bridge
Lookingglass Creek (Palmer Jct.) Sec.
FAS B-613
Union County
Bridge 16255

Enclosed are four reduced prints of drawings 32768 and 31822 which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $110,000.

These are being sent to you to obtain Union County's approval. Please return one set to this office with the County's approval stamped thereon as soon as possible.

We plan to call for bids on this section on August 25, 1977.

JA:dh
Enclosure

cc H. A. Schell /w/ 1 set
Road Design /w/ 1 set
County-City

PROJECT MANAGEMENT

JUN 21 '77

REFER TO: Grange

FOR

Info | Investigate | R/D | Action | File | Letter | See me

NOTED

Form 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 26, 1977

FROM: Von E. Hemmert
Hydraulics Specialist

TO: F I L E

SUBJECT: Lookingglass Creek Bridge
Palmer Junction
FAS B-613
Union County

FAS B-613 crosses Lookingglass Creek approximately 16.5 miles north of Elgin at the community of Palmer Junction. Purpose of the project is the reconstruction of the existing county bridge.

History

The existing structure is a 70-foot pony truss with a 16-foot± end span on the north end. There are several falsebents under the truss which are threatened each year by debris from increased logging activity upstream from the bridge. The County has requested that the new structure be a clear span so that the channel can be unobstructed.

Lookingglass Creek freezes over every year and ice could be a problem.

Even though this is a relatively steep channel, erosion does not seem to be a problem as the stream appears to be stabilized. There is also no indication of scour at the existing bents.

Hydrology

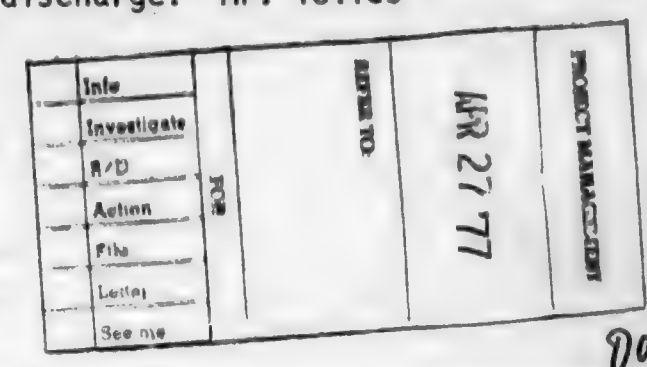
Lookingglass Creek drains an area of approximately 98 square miles at the subject crossing. There is very little stream gage information in this region, but analysis of the available information indicates that the following approximate discharges could be developed at the crossing:

100-year flood	1550 cfs
50-year flood	1380 cfs
25-year flood	1200 cfs
10-year flood	1000 cfs

The highest water elevation at the bridge location was 2396± obtained from Mr. William Tolles, an adjoining property owner. Very little information is available to indicate the discharge that accompanied this high water; however, slope-area analysis, using the meager information available, indicates it exceeded the 100-year discharge. Mr. Tolles

NOTED
M...INOR C. HOLMES

Hi Fred



Dale

also said that there is never any backwater from the Grande Ronde River during the peak discharges on Lookingglass Creek because the two streams peak at different times.

With a 25-year discharge of 1200 cfs, the existing falsebents create approximately 0.4 feet of backwater. Because of the steep gradient on Lookingglass Creek, the effect of this backwater remains quite close to the bridge.

Summary

About 300 feet downstream, the railroad crosses Lookingglass Creek with a two-span bridge which provides about 78 feet of opening from abutment to abutment. It is suggested that the replacement structure at the county road provide at least the same opening, at the highwater elevation of 2396, as is provided in the existing channel.

The field has proposed an 80-foot clear-span replacement structure. This clear span would eliminate backwater caused by piers in the stream and any possible ice problems. In addition, the proposed 80-foot clear span on vertical abutments will span the existing channel and prevent the end fills from encroaching on the waterway. No erosion protection should be required at this crossing.

VEH:mc

cc Frank E. Terpin
Walt Hart
Don Harwell
Jack Davis
W. E. Schwartz

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1200	1550	-
Discharge - m^3/s	34	43.9	-
Frequency - yrs.	25	100	100 +
H.W. Elevation Natural Channel ft.	2394.7	2395.3	2396 ±
H.W. Elevation Natural Channel m.	729.9	730.1	730.3 ±
H.W. Elevation Channel Change ft.	-	-	-
H.W. Elevation Channel Change m.	-	-	-
Average Velocity fps	5.3	5.8	-
Average Velocity mps	1.6	1.8	-

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Discharge value is unknown for the maximum flood but available information indicates that it exceeded the 100-year flood. Drift is the only serious hydraulic problem at this crossing.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Lookingglass Creek (Palmer Jct.) Bridge
FAS B-613
Union County

COMPILED BY:	DATE:
V. E. Hemmert	4-21-77

8595

FAS-C

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

1-27-77

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Leo Knigglass Creek (Palmer Jct.) Br.
FAS BLC13

Project Federal Aid Number: BRS-C13(-)

Applicant: Mason County

Contact: Mr. Alvin Campbell

Federal Aid Funds: FAS___ FAUS___ Other County

Date Project Approved by Trans. Comm.: _____

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: County will require R/W and requests the state supervision

Harold Reynolds
~~County-City Unit~~ Local Programs Unit

1/27/77
Date

cc: Right-of-Way Engineer
Region _____ Engineer
Region _____ Federal Aid Engineer
Region _____ Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

8595

1-20-77

****** LOCATION NARRATIVE REPORT ******

Subject: Lookingglass Creek (Palmer Junction) Br.
FAS B-613
Union County

Work to be done: Bridge Reconstruction
Minor alignment change

The proposed project is the reconstruction of an existing bridge over Lookingglass Creek at its junction with the Grande Ronde River.

The structure is located approximately 16.5 miles north of Elgin at the community of Palmer Junction.

Existing Structure: 70' pony truss with a 16' +/- end span on the north side of the creek. From the old plans we determined the following: Bent #1 is a concrete abutment founded at elevation 2397+/- apparently on rock; Bent #2, as can be noted in the project photos enclosed, consists of concrete filled steel shafts with a steel webwall founded on a concrete footing at elevation 2388+/-; Bent #3 was originally founded on concrete peds at elevation 2392+/- with a wood frame bent - I'm certain that this has been revised over the years and now consists of a mud sill and a slightly shorter end span. All bents are normal to the structure and in good alignment with the stream.

Discussions with Alvin Campbell, Union County Roadmaster, revealed the following. The main problem is the substandard truss that has sustained substantial damage on the south end from vehicular impact due to the poor roadway alignment. The truss has been repaired and beefed up to carry logging traffic. A current problem is drift threatening the falsebents under the truss - see project photos. There are no reports of this structure or the county road flooding.

Proposed Structure: The County's request is for an 80' precast clear span supported on solid concrete abutments with a 28' roadway.

We have considered only one type of structure - an 80'/85' prestressed tee beam, supported on concrete abutments with extended wingwalls.

Alignment Revision: Part of the County's proposed project is the realignment of the roadway to eliminate hazardous curves, particularly the south approach. We have indicated a future centerline of a feasible alignment that could be constructed by the County. We've discussed with the county the following: additional R/W will be required; an extensive cut of approximately 16,000 yards will be necessary on the south approach; and a possible rock inlay may be required.

Slide Problem: There is a potential slide problem along a portion of the south approach. In the project photos an area that has been moving slightly is visible. This problem does not affect this bridge reconstruction but will be of concern to the county when they begin work on the roadway realignment. The county has requested some assistance with soils and foundation exploration to determine the extent of the problem. It is not practical at this time of year to complete this investigation. It will be rescheduled next spring if the county so desires.

Structure Location: Due to the proposed roadway realignment, the existing right-of-way, and the proximity of the residences the most feasible location is substantially the existing location with a minor change in horizontal alignment allowing for the future improvement of the approach alignment by the county.

Structure Skew: The structure skew, if constructed as proposed, is approximately 10 degrees as measured from a line normal to the structure centerline - to the channel alignment.

Super-elevation: In reviewing the terrain, the existing roadway, the slow running speed, and the winter climate it is apparent that the development of curves with full design super and standard spirals is not practicable or feasible. Our future alignment proposed would greatly improve the present roadway but does not comply with all suggested design standards. The use of full super across this structure would be utterly ridiculous. In winter conditions traffic would be down against the railing or in the creek 98 percent of the time. The county does not want excess super on this structure. Our recommendation would be the standard 0.02'/' full width of the structure.

Final Design: In reviewing the Geometric Design Standards for Highway Other Than Freeways it appears that the 28' roadway requested by the County is acceptable. The design standards based on the current ADT and rural highway classification, indicate minimum width of surfacing as 20' and minimum shoulder as 4'. The structure roadway width must provide for the full approach roadway width - which in this case is 28'.

We have based our estimates on the use of 4 Bulb-T or Single-T beams assuming they can be widened to provide the 28' roadway. We have assumed the use of wingwalls approximately 13' long to help retain the embankment slope. The wingwall on the southeast corner of the structure should be constructed to act as a retaining wall - the top left flat and not sloped off on the standard slope. Guardrail installation on this corner is going to be a problem. Inorder to maintain the private access the guardrail will have to be very short and on a tight radius.

Structure Waterway: The existing waterway appears to have been adequate for the drainage area involved. There is some evidence that at extreme highwater there was some flow between bents 2 & 3 but nothing significant. Our recommended 80' span would appear to be adequate and also relieves our problem with end fills spilling into the creek. There is no USGS stream gaging station on Lookingglass Creek. The nearest gaging station is at Rondowa.
The highest water elevation found and recorded is 2396 +/-, established from reports by Mr. Tolles on his property just above the railroad structure.

Foundation: The existing structure is apparently founded on rock at the following elevations: Bent #1 - 2397+/-; Bent #2 - 2388+/-; and Bent #3 - 2392 +/-. From the Bridge Foundation Exploration Log completed in June 1975 we have conservatively estimated the new footing elevations to be - at Bent #1 - 2390+/- and Bent #2 - 2383+/-. I would hope that the footing at Bent #1 could be raised if suitable foundation material is found above the design elevation. This bent is essentially out of the creek channel and is not subject to erosion and scour problems.

Scour: No indication that scour is a problem. Bent #1 is founded upon a natural rock outcropping, and there are no signs of scour evident at Bent #2.

Erosion: Erosion does not appear to be a problem at the structure. From the creek profile it appears that there may be some channel erosion but there is no significant problem noted at the structure.

Drift: There has been an increase in logging activity above the structure with a resultant increase in drift debri. The only drift problem noted with the existing structure is attributed to the falsebents under the truss. With the County's request that the new structure be a clear span - there should not be any drift problem.

Icefloes: This creek does freeze over every year - but with a clear span and maintaining the present good alignment of the bents with the channel - there should not be any icefloe problem.

Riprap: There is no apparent riprap on the existing structure. Due to the extension of the roadway embankment on the north end of the proposed structure the county may decide to place some protective riprap on the northwest corner. This work would be completed by the county.

Channel Work: No channel work is planned or anticipated at this time. The construction of berms or dikes to seperate the stream from the work area at bent #2 will probably be necessary - depending upon the stream flow at the time of construction.

Detour: The county has assumed the obligation of constructing and maintaining the detour. Their current plan is to go upstream where an old ford exists and construct a temporary crossing for the local residents only. The logging traffic will be detoured on other routes.

R/W and Property owners: Additional R/W or slope easements are necessary. The county is currently negotiating with the property owners. The indication at this time is that the necessary easements, etc. will be donated by all parties concerned. The owners of the property adjacent to the project have been noted on the location map.

Minorities: No minorities have been identified within the limits of this location project. There is no feasible alternate to this route. No residents are being displaced.

Irrigation Facilities: No irrigation facilities were noted within this location survey.

Utilities: California-Pacific Utilities Co. maintains a 12.5 Kv line through the community of Palmer Junction. The line spans Lookingglass Creek on the east side of the existing structure and presents no clearance problems. We anticipate no conflict with the existing powerlines.

General Telephone Co. has a buried cable in the area. It is buried along the westerly shoulder of the south approach and presently is carried in a rigid conduit, on top of the felloe guard, across the west side of the existing structure. They plan to make a temporary buried relocation along the detour constructed by the County. After the new structure is completed the line will be attached to the structure.

Structure Utility Holes: Only General Telephone Co. will use the new structure for their facility. I discussed this work with Darrell Murphy of the telephone company on January 17, 1977. The service will be reinstalled along the left overhang of the new structure. They plan to use 2" rigid conduit and request that we place the 3/4" Richmond Structural Inserts on a 10' spacing +/-. I advised him that the State would supply the inserts only - the necessary hangers must be supplied by the phone company.

Existing Structure Removal: No salvaging of the existing structure is requested by the County. The structure will be removed and disposed of by the contractor.

Guardrail: Guardrail will be required on all four corners of the new structure. I'd recommend the shortest possible run be used, approximately 25' on each corner. The southeast corner presents a particular problem with a private access very close to the structure. We have requested that the S.E. wingwall be designed as a retaining wall and left full height. Possibly the guardrail can be placed on a tight radius and the access moved slightly to the south. The guardrail is to be furnished by the contractor and stockpiled at the Union County shops near Island City. The guardrail will be installed by the County.

Material Source: No material source is being designated since the County will complete all roadwork and placement of the riprap.

Drainage Area: Refer to the following quadrangle sheets - Jubilee Lake, Oregon; Rondowa, Oregon; and Partridge Creek, Oregon.

Game Commission: Discussed this work and reviewed the location map with Duane West, Oregon State Game Commission Fish Biologist, on January 14, 1977. He indicated they would restrict the work in the free-flowing water prior to June 30. He recommended that construction be scheduled after July 1. Where excavation falls in the free-flowing stream, the work shall be isolated from the stream by berms, cofferdams, or cribs. Dewater from excavations shall not be allowed to enter the stream, but shall be pumped into a settling basin.

Fish Commission: I have not contacted the Fish Commission. They generally agree with Mr. Duane West.

Structure Upstream: There is no definite structure upstream that relates well to this project.

Structure Downstream: The first and only structure downstream is the railroad structure approximately 200' east of the highway structure - a x-section of the waterway openning has been included.

Work to be done by County: The County plans to complete the following portion of the work:

1.) Construct and maintain the detour.

2.) Complete all roadwork including embankment, aggregate base, and leveling course.

3.) Complete riprap protection as necessary.

4.) Install necessary guardrail on bridge ends.

Cost Estimate: We have included Location Cost Estimate and Quantity Summary for the proposed structure. Our costs were based on the Lostine River (Wolfe) bridge contract recently completed in Wallowa County.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

Alvin Campbell	Union County Roadmaster Rte. 1 Box 1676 La Grande 97850	Phone: 963-4196
Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138
	U. S. Geological Survey Surface Water Branch La Grande	Phone: 963-3560
Boyd Hadden	Watermaster La Grande	Phone: 963-3560
William F. & Mary L. Tolles	Adjoining property owner Rte. 2 Box 89D Elgin, Oregon 97827	Phone: 437-6693
Albert T. & Kathryn B. Meranda	Adjoining property owner P. O. Box 506 Elgin, Oregon 97827	Phone: 437-6691
L. E. & Martha Pearson	Adjoining property owner 611 S.W. 37th Pendleton, Oregon 97801	Phone: 276-6998
Darrell Murphy	General Telephone Co. Installation & Repair Foreman 1009 Adams Ave. La Grande, Oregon 97850	Phone: 963-6622

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Looking Glass Creek Br. UNIT OR PART Palmer Jct. Sheet 1 of 1

HIGHWAY FAS B-613 PREFIX 531-1925-901 COUNTY Union

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
1		Temp. Protection & Direct. of Traff.	Lump Sum	All	500.00	500.00
2		Temp. Cont. Rail Barrier/ Refl.	Lin. Ft	50	6.00	300.00
3		Removal of Struct. & Obstruct.	Lump Sum	All	500.00	500.00
4		Guard Rail in Stockpile	Lin. Ft.	100	9.00	900.00
5		Bridge Removal Work	Lump Sum	All	5000.00	5000.00
6		Structural Excavation	Cu. Yd.	510	7.00	3,570.00
7		Shoring & Cribbing	Lump Sum	All	4,500.00	4,500.00
8		Structural Concrete 3300 - 1½"	Cu. Yd.	140	145.00	20,300.00
9		80/85' Prestressed Tee Beams	Each	4	7,300.00	29,200.00
10		Reinforcement	Pound	25,000	0.30	7,500.00
11		Metal Rail	Lin. Ft.	150	18.00	2,700.00
		Contingencies at 4%				3,375.00
		Engineering at 10%				7,500.00
						$85,845.00

8595

PERMIT OF ENTRY

1-20-77

File No. _____

Name Albert T. & Kathryn B. Meranda

Union County
Union County Court House
La Grande, Oregon 97850

Lookingglass Creek (Palmer Junction) Bridge Section

FAS B-613 Highway

UNION County

Gentlemen:

In order to permit Union County to proceed with the construction of the subject section the undersigned does hereby grant the County, its agents, or contractors, the right to enter upon the real property shown in red on Exhibit "A" attached, containing 0.01 acres, more or less.

Inas much as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is further understood the undersigned, having been informed that they are entitled to just compensation, will donate to Union County, a permanent slope easement over the property shown on Exhibit "A". The consideration will be the mutual benefit derived by all parties concerned from the new construction.

It is further understood that Union County will prepare a formal document of this permanent easement for our signature on or before Nov 1977 _____.

We certify that we are the fee simple owners of the aforesaid property.

Albert T. Meranda
(Signature)

K. B. Meranda
(Signature)

Dated this 20 day of JAN., 19 77.

Date: January 20, 1977

File No.
Section: Lookingglass Cr. Bridge
Highway: FAS B-613
County: Union

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

We, the undersigned, feel that a public hearing on the above mentioned section of highway is unnecessary and by this letter consent to the construction of this section of highway without the formalities of a public hearing.

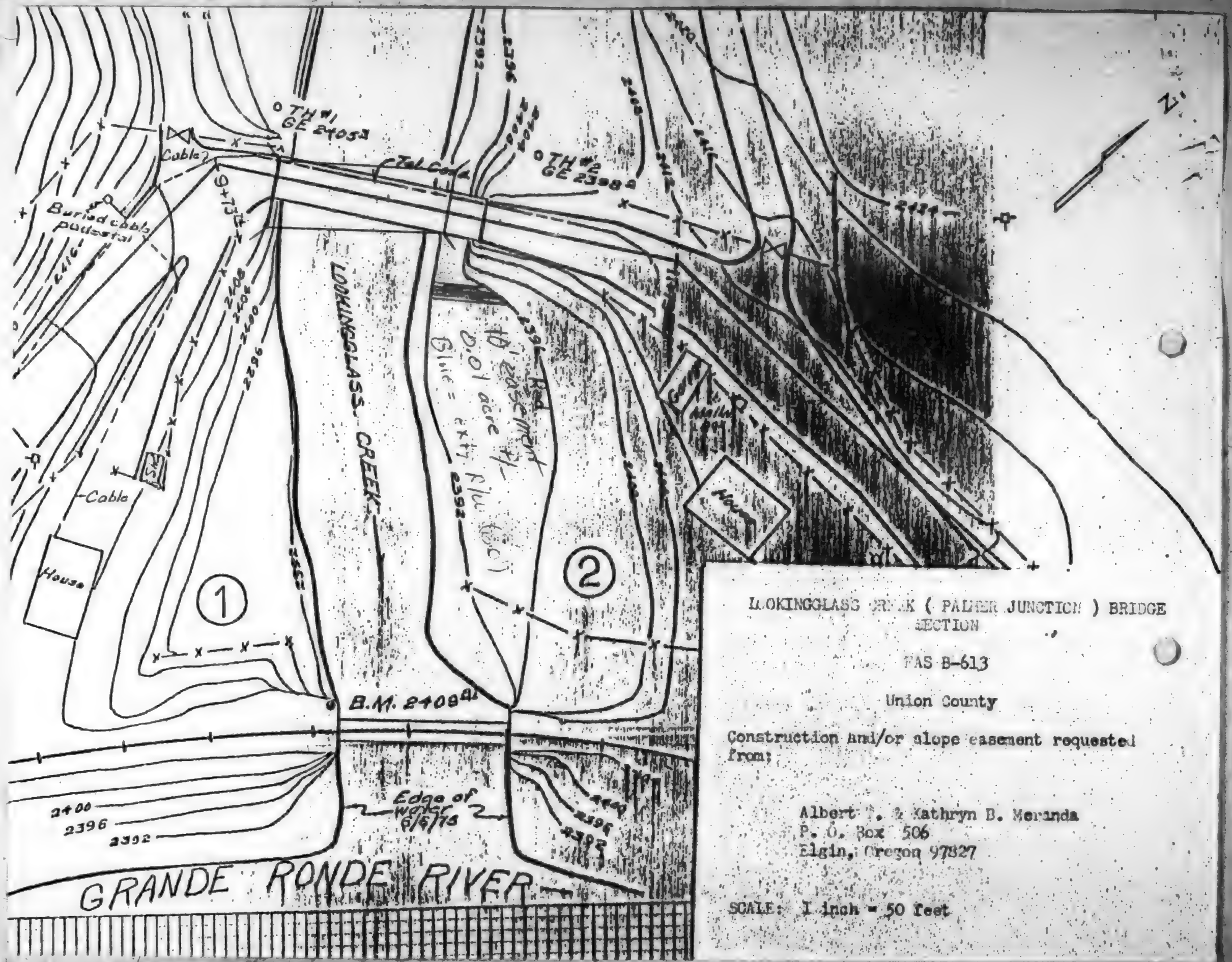
Albert P. Miranda

K. B. MEBAMRANDO

Kathryn B. Miranda
By Albert P. Miranda

witnessed by Patricia K. Ecklund
(Daughter)

Dated this 20 day of JAN, 1977.



LOOKINGGLASS CREEK (PALMER JUNCTION) BRIDGE SECTION

FAS B-613

Union County

Construction And/or slope easement requested from:

Albert T. & Kathryn B. Miranda
P. O. Box 506
Elgin, Oregon 97827

SCALE: 1 inch = 50 feet

OREGON STATE HIGHWAY DIVISION
State Highway Building, R[illegible] 203
Salem, Oregon 97310

8595

Attention: County-City Unit

1-19-77

Subject: Federal Aid Project No. RS-B613(1)
Project Name Lookingglass Creek (Palmer Junction) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon, this 19 day of Jan, 1977

County of Union

County Judge/Chairman

C.C. D. E. Swan
Jim Chidsey
C. T. Keasey

Harold Schmeltz
Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8595

PERMIT OF ENTRY

1-17-77

File No. _____

Name L. E. & Martha Pearson

Lookingglass Creek (Palmer Junction) Bridge Section

FAS B-613 Highway

UNION County

Union County
Union County Court House
La Grande, Oregon 97850

Gentlemen:

In order to permit Union County to proceed with the construction of the subject section the undersigned does hereby grant the County, its agents, or contractors, the right to enter upon the real property shown in red on Exhibit "A" attached, containing 0.06 acres, more or less.

Inas much as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is further understood the undersigned, having been informed that they are entitled to just compensation, will donate to Union County, a permanent slope easement over the property shown on Exhibit "A". The consideration will be the mutual benefit derived by all parties concerned from the new construction.

It is further understood that Union County will prepare a formal document of this permanent easement for our signature on or before Mar 7"

_____.

We certify that we are the fee simple owners of the aforesaid property.

L. E. Pearson
(Signature)

Martha Pearson
(Signature)

Dated this 17 day of Jan, 19 77.

Date: January 17, 1977

File No.
Section: Lookingglass Cr. Bridge
Highway: FAS B-613
County: Union

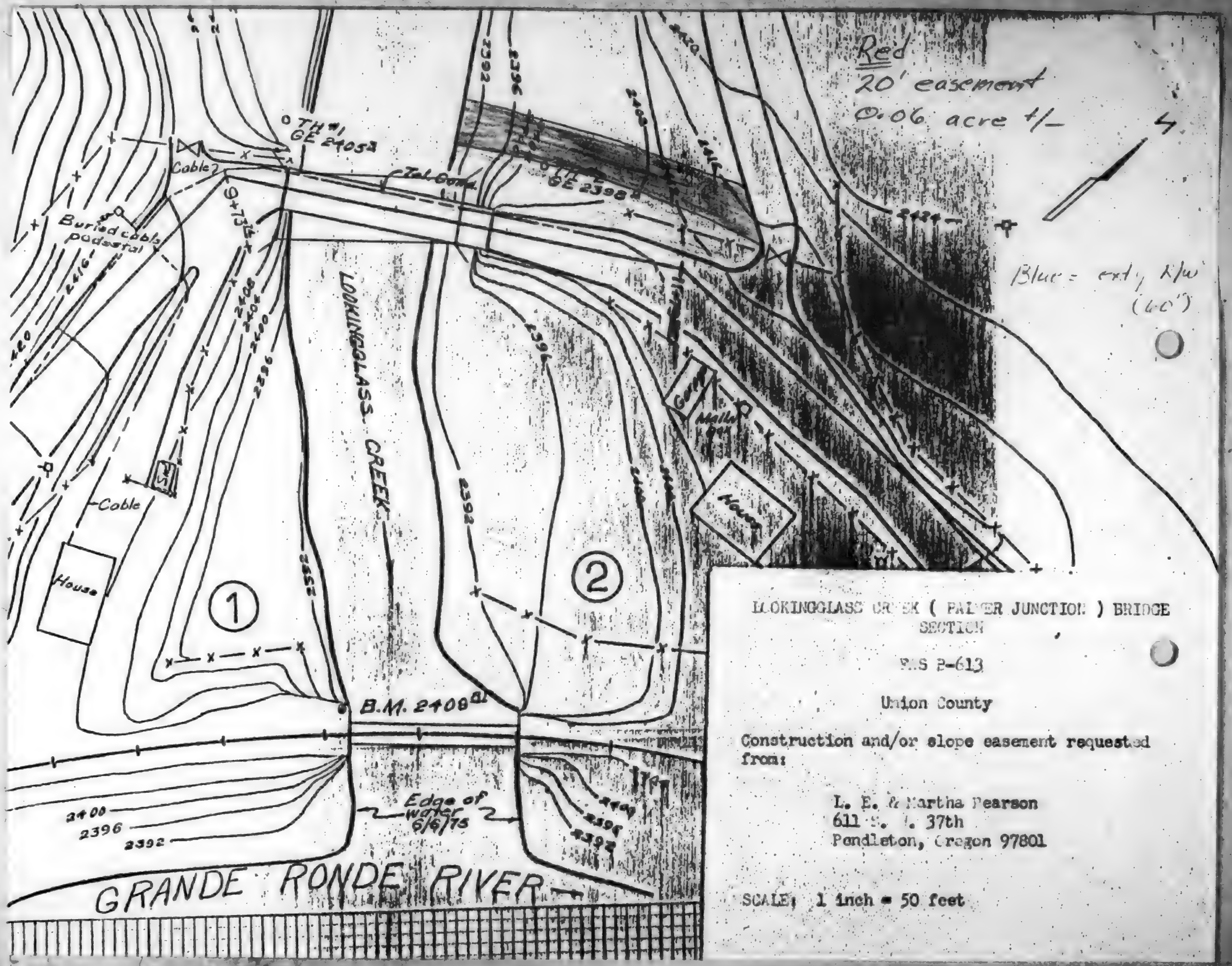
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

We, the undersigned, feel that a public hearing on the above mentioned section of highway is unnecessary and by this letter consent to the construction of this section of highway without the formalities of a public hearing.

L E Pearson

Martha Pearson

Dated this 17 day of Jan, 1977


Red
20' easement
0.06 acre +/-
Blue = exist'g R/W
(60')
O TH #1
GE 2405.2
Tel Comm.
GE 2398
Buried cable pedestal
Cable
Cable
House
House
9+73.4
LOOKINGGLASS CREEK
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8595

PERMIT OF ENTRY

1-14-77

File No. _____

Name William F. & Mary L. Tolles

Union County
Union County Court House
La Grande, Oregon 97850

Lookingglass Creek (Palmer Junction) Bridge Section

FAS B-613 Highway

UNION County

Gentlemen:

In order to permit Union County to proceed with the construction of the subject section the undersigned does hereby grant the County, its agents, or contractors, the right to enter upon the real property shown in red on Exhibit "A" attached, containing 6.01 acres, more or less.

Inas much as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is further understood the undersigned, having been informed that they are entitled to just compensation, will donate to Union County, a permanent slope easement over the property shown on Exhibit "A". The consideration will be the mutual benefit derived by all parties concerned from the new construction.

It is further understood that Union County will prepare a formal document of this permanent easement for our signature on or before March 1977 _____.

We certify that we are the fee simple owners of the aforesaid property.

William F. Tolles
(Signature)

Mary L. Tolles
(Signature)

Dated this 14 day of Jan., 19 77.

Date: January 14, 1977

File No.
Section: Lookingglass Cr. Bridge
Highway: FAS B-613
County: Union

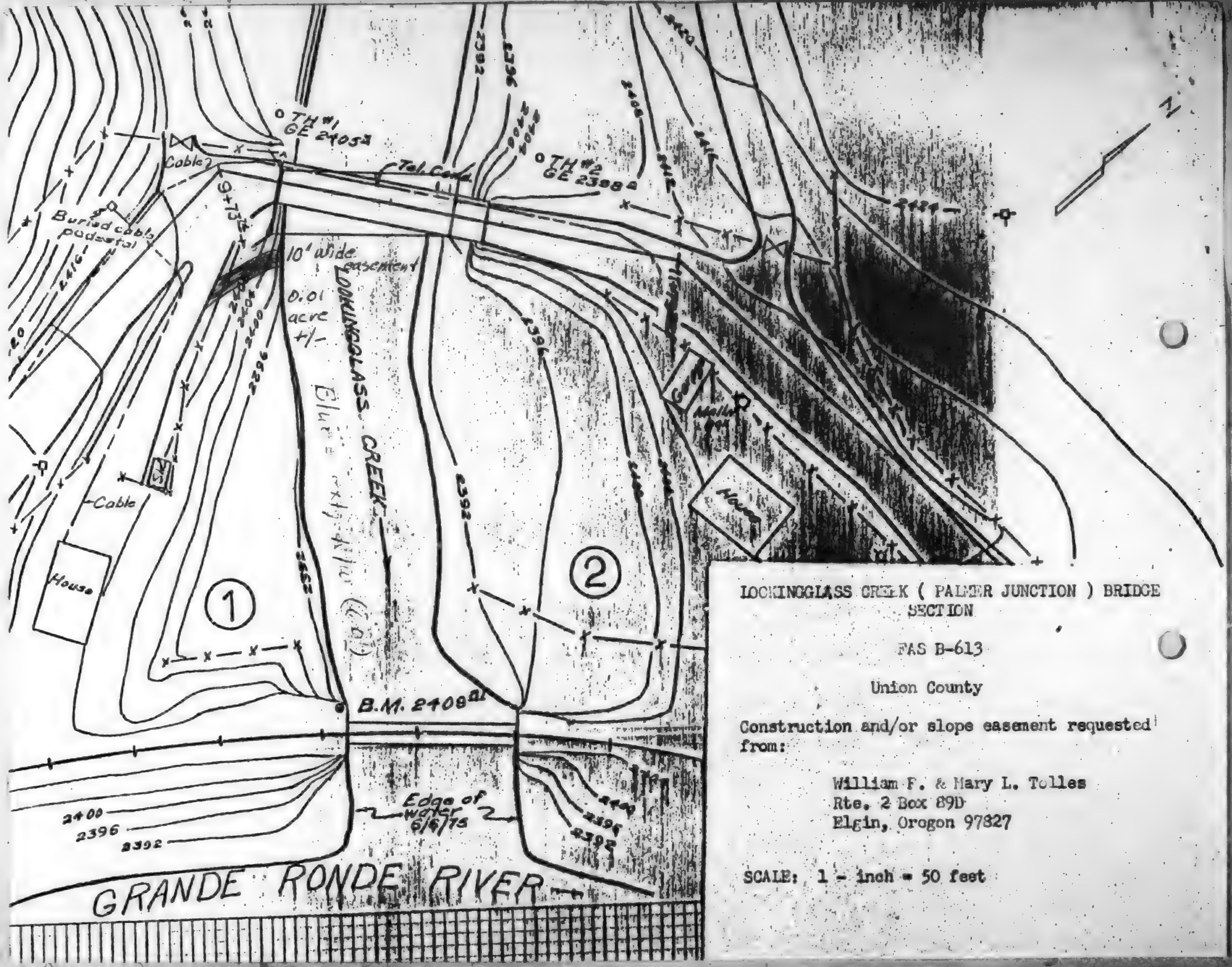
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

We, the undersigned, feel that a public hearing on the above mentioned section of highway is unnecessary and by this letter consent to the construction of this section of highway without the formalities of a public hearing.

William F. Tolle

Mary L. Tolles

Dated this 14 day of Jan, 1977.



LOOKINGGLASS CREEK (PALMER JUNCTION) BRIDGE
SECTION

FAS B-613

Union County

Construction and/or slope easement requested from:

William F. & Mary L. Tolles
Rte. 2 Box 89D
Elgin, Oregon 97827

SCALE: 1 - inch = 50 feet

8595

for B-613
Union Co

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 20, 1976

The Honorable Earle C. Misener
Union County Courthouse
La Grande, Oregon 97850

Dear Judge Misener:

RE: Proposed Project
Lookingglass Cr. (Palmer Jct.) Br.
FAS B-613

Attached for your information is a copy of the approved assessment of your proposed project which has been concurred in by the Federal Highway Administration.

During the development of the project, the County shall perform and document responsibilities set forth in the Oregon Action Plan, particularly citizen involvement and participation, environmental aspects and public hearing requirements. A check list of required items is shown on pages 51 and 52.

Mr. J. A. Schlieski, Resident Engineer at La Grande, will be in charge of field engineering for the project which should be very soon. Should you have any questions concerning the Action Plan or the project, do not hesitate to contact Mr. Schlieski or myself.

Sincerely,

R. C. Lang dm

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Attachments

cc: George Hopkins
J. A. Schlieski

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 23 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Form 81-734-3123

8595 12-14-76 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B613(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70325

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 76
REFER TO
FOR
Info | Laves | R/D | T/R | Sim | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
12-14-76	12-14-76	Secondary B613	County road

GENERAL LOCATION:

"Lookingglass Creek (Palmer Jct.) Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and one structure.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $9,000 - FF $7,722
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 12-3-76, youare authorized to proceed with the work shown above.

Also, as requested in Mr. Rulien's 12-3-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $100,000 - Federal funds $85,800 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the miniumum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-14-76	E. Hulack	Division Administrator

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1970 O-[illegible]

8595

December 3, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Program Data Submission
Item No. 70328
Project No. RS-0613(1)
Lookinggless Creek (Palmer Jct.) Bridge Section
Union County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-Aid Act.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

We request the following:

(1) Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $9,000 with an obligation of $7,722 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $100,000 with an obligation of $85,800 in federal funds.

DRH:jb

Attn.

cc: W. E. Schwartz, Reg. 5
D. E. Swan
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

12-3-76

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME		
		Co.Rd., Lookingglass Cr. 10 Mi. N. of Elgin			270 30 DHV	320	96	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER		
	P.E., One Bridge								PREFIX LETTER (S)	NUMBER	
									RS-	B613	
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Rural Secondary						Union				
	NAME OF URBAN AREA						ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	- -						S	B613	Co.Rd.	- -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		"Lookingglass Creek (Palmer Jct.) Bridge Section"	0.1	9,000	7,722	1,278	
5					ROW							
5					CONST (CODE) X080			0.1	100,000	85,800	7,100	7,100 (Co.)
							PROJECT TOTALS	0.1	109,000	93,522	8,378	7,100 (Co.)

CARD 1 CODE 1 PREPARED BY DRH

CARD 1 CODE 14 PROGRAM APPROVAL DATES

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

12-3-76

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., Lookingglass Cr. 10 Mi. N. of Elgin	ADT	270 30 DHV	320	96	10	Oregon	41	075	70325

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUFF. ADCT	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
lge								RS-	B613	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Union	061	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B613	Co.Rd.	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Lookingglass Creek (Palmer Jct.) Bridge Section"	0.1	9,000	7,722	1,278		All phases of preliminary engineering.
ROW								
CONST (CODE) X080			0.1	100,000	85,800	7,100	7,100 (Co.)	ROW - 60' normal; Access Control - none; Parking Restrictions - none.
BY DRH		PROJECT TOTALS	0.1	109,000	93,522	8,378	7,100 (Co.)	

APPROVAL DATES

REMARKS

-over-

LOOKINGGLASS CREEK (PALMER JCT.) BRIDGE SECTION
PROJECT NO. RS-B613(1)

Existing Facility:

Roadway - 20-ft. gravel surface

Structure - 100-ft. bridge over Lookingglass Creek consisting of a 75-ft. Pony Truss main span with 3" Jill Poke" supports and a 25-ft. Pile Trestle approach span on the north end. Both spans have a horizontal clearance of 16-ft. and a posted load limit of 8 tons.

Adjacent Sections: 20-ft. graveled surface roadway.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering including utility preparatory work.
(2) Remove existing structure and construct, on improved alignment, one prestressed concrete slab span bridge approximately 80 feet long with 28 feet of horizontal clearance and incidental work common to this type of project. Furnish and stockpile at site necessary guardrail for approach roadways.

Note: County to construct approach roadway (28-foot graveled surface) to each end of the structure, install guardrail, furnish and place necessary riprap, provide and maintain detour.

Exceptions to Minimum Standards: None

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

State Clearinghouse - A-95 review approval lett
1976.

District 13 Clearinghouse - Notice of Intent was submi
Clearinghouse on September
laid before the Clearingho
days without action; there
that no adverse comments c
received for this project.

FHPM 7-7-2 Requirements: Nonmajor action project conc
November 18, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon
(Catergory 3 Project).

(b) Location/Design - Not a factor in the develo
project.

Note: This project is in Congressional District No. 2

EEK (PALMER JCT.) BRIDGE SECTION
B613(1)

ty:

- 20-ft. gravel surface

- 100-ft. bridge over Lookingglass Creek consisting of a 75-ft. Pony Truss main span with 3" Jill Poke" supports and a 25-ft. Pile Trestle approach span on the north end. Both spans have a horizontal clearance of 16-ft. and a posted load limit of 8 tons.

ons: 20-ft. graveled surface roadway.

Work under this project consists of the following:

hases of preliminary engineering including utility pre-
ory work.
ve existing structure and construct, on improved alignment,
restressed concrete slab span bridge approximately 80 feet
with 28 feet of horizontal clearance and incidental work
n to this type of project. Furnish and stockpile at site
ssary guardrail for approach roadways.

o construct approach roadway (28-foot graveled surface) to
d of the structure, install guardrail, furnish and place
y riprap, provide and maintain detour.

linimum Standards: None

Airports, Railroads, Water Development, Recreation and
as: None involved.

IM 50-1-70 Requirements:

State Clearinghouse - A-95 review approval letter dated November 3, 1976.

District 13 Clearinghouse - Notice of Intent was submitted to District 13 Clearinghouse on September 29, 1976 and has laid before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse comments or review will be received for this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 18, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan (Catergory 3 Project).

(b) Location/Design - Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

4515

PRS 6-2

December 2, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. M. Rulon
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following project.

Item No.	Project No.	Section Name & PRMS No.
70325	RS-3613(1)	Lookingglass Creek (Palmer Jct.) Bridge Sec. #7610-2-200

DRH:ljt
Att.

cc: G. L. Green (FHWA)
D. E. Swan

8595

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 1, 1976

FROM: L. W. Rurten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Lookingglass Cr. (Palmer Jct.) Br.
FAS B-613
Union County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin(2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-1-76

Versteeg
Olson
Swenson

RECEIVED
DEC 06 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

-125-1367

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
PAS B613
Lookingglass Cr. (Palmer Jct.)
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's November 15, 1976 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Kyppus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5, J. Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT
Non-Maj. or RS-B613 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 18, 1976

Section Lookingglass Cr.(Palmer Jct.) Br. Unit (if appl)

County Union City

Highway FAS B-613 State Hwy. No.

Termini: M.P.(if appl) Length

Region 5 Construction Estimate $100,800
Program Amount

B. Purpose of Project:

To replace substandard bridge, realign roadway as necessary to eliminate hazardous curves.

C. Origin & History of Project:

County Court is responding to citizen petition for replacement of this bridge.

D. General Description of Project:

Replacement of 16' x 70' bridge, realignment of road at south end.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. ; Shldrs. - ; Parking

Proposed: No. Lanes 2 ; Med. ; Shldrs. X ; Parking

Traffic: Existing Facility: Existing ADT 270 ; Projected ADT ; Yr.

Existing Level of Service poor

Proposed Facility: Projected ADT ; Yr.

Projected Level of Service

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 1+; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

None anticipated.

Type of Structure(s):

Reinforced prestressed concrete or steel, whichever is most economical.

Brief Description of River or Stream and Type of Involvement, if any:

Right angle crossing of Lookingglass Creek.

Local City, County or COG priorities of project:

No. 1 priority of County Court.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

No economical alternative is available. Development outside existing general right-of-way is not realistic.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Proposed project lies 16.5 miles north of Elgin at the community of Palmer Junction, at the junction of Lookingglass Creek and the Wallowa River, in the lower ranges of the Blue Mountains. The mountain slopes are heavily timbered. Numerous species of wildlife are noted in the area. These include deer, elk, grouse, coyote, etc.

Lookingglass Creek and the Wallowa River support summer steelhead and spring and summer chinook salmon.

2. Cultural:

Small community of Palmer Junction is made up of retired people and commuters to Elgin and La Grande. Several ranches are in the area, primary interests are cattle oriented.

Prime resource of the area is logging. Boise Cascade is hauling through Palmer Junction from timber sales to the mill at Elgin.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
Minimal effect of new right-of-way is anticipated. The residents of the area are for the project, the county expects donation of needed right-of-way.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

N/A

3. Estimated Impact on Land Use:

N/A

Consequences:

4. Expected Impact on Natural Ecological Resources:

N/A

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Realignment of curves may necessitate a cultural resource survey.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

Noise study report as per FHPM 7-7-3 will be prepared as required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

GRANDE
RD.
43
BOUNDARY
T3N
STEEN BOWMAN
83
FOREST
43
R.R.
RD.
PALMER
JUNCTION
42
RD.
Project
Palmer
Jct.
42
140
CREEK RD.
140
CABIN
36
31
49
50
34
WALLOWA
RD.
PALMER JUNCTION
RD.
42
1
6
RIVER
PACIFIC
ROAD
FAS B-613
ROAD
42
FLAT
48
49
THOMPSON- MILLER
50
2
UNION
RIVER
RD.
JUNCTION
HARDY RD.
RONDE
46
SCOTT
ROAD
49
WHEELER RD.
86
139
WITTY
ROAD
MERRITT
143
139
ROAD

8595

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
FAS 2613
Lookingglass Cr. (Palmer Jct.)
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's November 15, 1976 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kyger
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5, J. Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8595

November 4, 1976

Union County Court
Courthouse
La Grande, OR 97850

Attention: Shirley L. Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5881

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Lookingglass Creek (Palmer Junction) Bridge of the Forest Boundary Road in Union County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

-8595

8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

70325 LOOKINGGLASS CR. BR IFAS-B613

APPLICANT: State Highway Division UNION CO.

PROJECT TITLE: Dist. 13, FY 77 Annual Program Projects for Review 70325

DATE: November 3, 1976

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
NOV 8 '76
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

11/5/76
cc: G. L. Green — W. J. Hart
H. S. Coulter — Region 5: W. E. Schwartz
F. E. Terpin — District 13: G. A. Starkey
J. B. Boyd — Aeronautics Division
R. E. Royer — Paul Hartwig, Parks
J. H. Versteeg — B. L. Gifford
Gary Potter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 200

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

9-29-76
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV

OCT 21 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 200 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will require a Division of State Lands' fill permit. At that time, agency policy and stipulations will be developed.

RECEIVED
STATE HWY ENGR
NOV 8 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 10/20/76

8595

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

Yes
Page 45

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 18, 1976

Section Lookingglass Cr.(Palmer Jct.) Br. Unit (if appl)

County Union City

Highway FAS B-613 State Hwy. No.

Termini: M.P.(if appl) Length

Region 5 Construction Estimate $100,800
Program Amount

B. Purpose of Project:

To replace substandard bridge, realign roadway as necessary to eliminate hazardous curves.

C. Origin & History of Project:

County Court is responding to citizen petition for replacement of this bridge.

D. General Description of Project:

Replacement of 16' x 70' bridge, realignment of road at south end.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. ; Shldrs. - ; Parking

Proposed: No. Lanes 2 ; Med. ; Shldrs. X ; Parking

Traffic: Existing Facility: Existing ADT 270 ; Projected ADT ; Yr.

Existing Level of Service poor

Proposed Facility: Projected ADT ; Yr.

Projected Level of Service

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 1+; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

None anticipated.

Type of Structure(s):

Reinforced prestressed concrete or steel, whichever is most economical.

Brief Description of River or Stream and Type of Involvement, if any:

Right angle crossing of Lookingglass Creek.

Local City, County or COG priorities of project:

No. 1 priority of County Court.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

No economical alternative is available. Development outside existing general right-of-way is not realistic.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Proposed project lies 16.5 miles north of Elgin at the community of Palmer Junction, at the junction of Lookingglass Creek and the Wallowa River, in the lower ranges of the Blue Mountains. The mountain slopes are heavily timbered. Numerous species of wildlife are noted in the area. These include deer, elk, grouse, coyote, etc.

Lookingglass Creek and the Wallowa River support summer steelhead and spring and summer chinook salmon.

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Prime resource of the area is logging. Boise Cascade is hauling through Palmer Junction from timber sales to the mill at Elgin.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
Minimal effect of new right-of-way is anticipated. The residents of the area are for the project, the county expects donation of needed right-of-way.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

N/A

3. Estimated Impact on Land Use:

N/A

Consequences:

4. Expected Impact on Natural Ecological Resources:

N/A

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Realignment of curves may necessitate a cultural resource survey.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

Noise study report as per FHPM 7-7-3 will be prepared as required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

GRANDE
RD
43
BOUNDARY
T3N
STEEN BOWMAN
83
FOREST
43
R R
RD.
PALMER
JUNCTION
RD
42
Project
Palmer
Jct.
140
CREEK RD.
12
CABIN
36
31
49
50
34
WALLOWA
RD.
PALMER JUNCTION RD.
THOMPSON- MILLER
50
2
UNION
RIVER
42
PACIFIC
RIVER
6
ROAD
FAS B-6113
ROAD
42
ROAD
FLAT
48
49
ROAD
SCOTT
RD.
JUNCTION
HARDY RD.
46
RONDE
WHEELER RD.
86
139.
WITTY
ROAD
MERRITT
143
139
ROA

8595 10-4-76

EXECUTIVE DEPARTMENT

DEPARTMENT OF

LOCAL GOVERNMENT RELATIONS DIVISION

NOTED
H. S. COULTER

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # State Highway Div Dist 13 FY 77 Annual program Projects for review Due Date: Reinforced Concrete bridge (Palmer Jct)

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed. $86,000.00 State 7000.00 Local 7000.00 Total $100,000.00

PROGRAM REVIEW AND COMMENT

We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

REMARKS (Please type or print legibly)

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

Agency _____ By John W. Lee

Cable Address — ORECONDEV

OCT 4 1976

(#2) 8595

Item: 70325

9

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: District 13,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: W. E. Schwartz
District Engineer: G. A. Starkey
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

Item: 70325

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8) PNRS #

Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Highway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [48] AREA CODE: 503 [48] | [49] PHONE: 378 [56] | [58] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: District 13, FY 77 Annual Program Projects for Review [71]

11 [12] PROJECT LOCATION—CITY: See Attachment | PROJECT LOCATION—COUNTY: Attachment | PROJECT LOCATION SEC: T: R: Attachment [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Please refer to the attached information covering proposed construction [71]

07 [12] projects which funds are anticipated to be obligated during the fiscal [71]

08 [12] year October 1-September 30, 1977. Item 70325. [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
86,000	---	7,000	7,000	---	100,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: US Dept of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 9/29/76

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: October | [43] DAY [44]: 25 | [45] YEAR [46]: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/29/76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%___	$___	%___	$___	%___ $___
Second Year	%___	$___	%___	$___	%___ $___
Third Year	%___	$___	%___	$___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) Oregon's Action Plan classifies the environmental impact as Category 3 Non-Major

DISTRICT 13

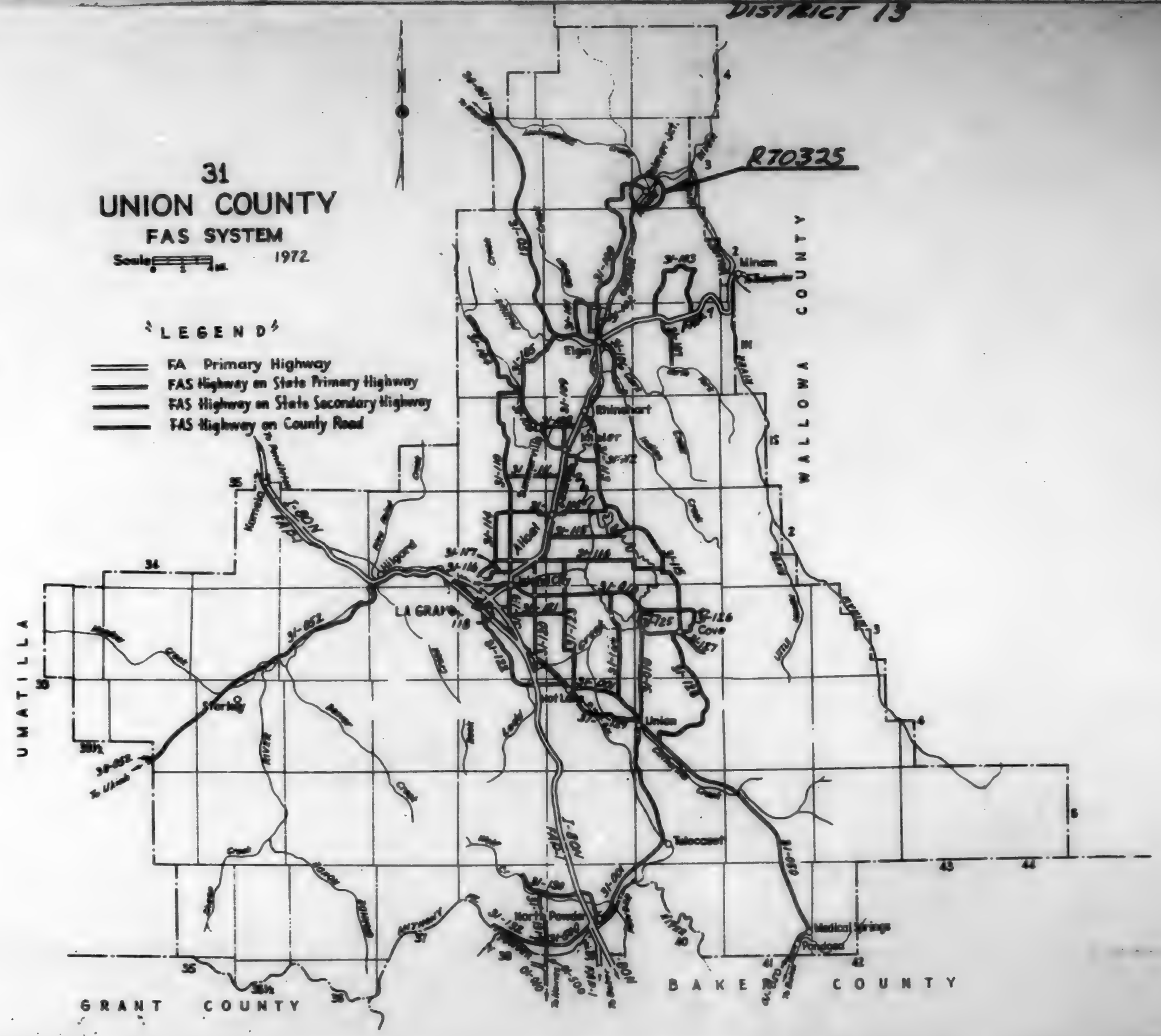
R70325

31
UNION COUNTY
FAS SYSTEM

Scale 0 1 1mi. 1972

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



8515

8

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nusscm Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/ Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

UNION COUNTY
Proposed FAS-C Project

Lookingglass Creek (Palmer Junction) Bridge
Forest Boundary Road, County Road No. 49
FAS B613
Structure
$100,000

Construct a reinforced concrete bridge approximately 70 feet long with a 28-foot roadway on revised alignment. The contractor will construct bridge only and furnish guardrail. County will construct approaches, install guardrail, place riprap, and place signing outside the project area.

Additional right-of-way will be required; a public hearing will be offered if necessary.

State will perform all engineering.

PROPOSED FAS-C PROJECT

31
UNION COUNTY
FAS SYSTEM

Scale 0 1 2 4 Mi. 1972

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

Form E-39 (Rev. 9-71)

8595

fas B-613 Union Co 13

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lookingglass Creek (Palmer Junction) Bridge

Highway Elgin-National Forest Boundary, FAS B-613

County Union

Date August 16, 1976

Authorization No. 1

Survey Prefix 531-1925 (Assigned by Salem office)

Description of termini, route, length, etc.:

About 16.5 miles northerly of Elgin on FAS B-613 (fromerly FAS 31-100)

NOTE: This Prefix replaces prefix 531-1918 which has been cancelled.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Purpose of survey:

Prepare vicinity map, specifications and estimate of cost for realignment of the southerly bridge approach and replacement of existing bridge.

Estimate of cost:

Field	901	2,000	
Plans	905	1,000	
Bridge	906	6,000	RS-B613(1)
Soils	910	500	
Hydraulics	918	500	
Specifications	921	500	
Found. Expl.	926	1,500	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: L C Lang
Regional Federal Aid Engineer ~~XXXXXXXXX~~

Recommended for Approval: Frank E. Perkins
Location Engineer

Recommended for Approval: Ralph Allen
Regional Engineer

Approved: E J Sweeten
Deputy
Assistant State Highway Engineer ~~XXX~~

12-14-76
FAS-C

8595

Union Co

FORM 61-734-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August 16, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer
County-City Unit

S A L E M

SUBJECT: Proposed Project
Lookingglass Creek (Palmer Junction) Bridge
FAS B-613
Union County

Attached is project request and draft environmental assessment submitted by Judge Misener, Union County.

This project was originally submitted as a Title II, Section 230 project, but was denied funding by FHWA for failing to meet the program criteria. The project is of great interest to residents of the area, to the National Forest Service and to lumbering interests.

Some preliminary (field) engineering was performed under Survey Authority No. 1, Prefix 531-1918, before we found out the cart was ahead of the horse. The attached Survey Authorization reflects the amount required to complete the field survey.

It appears Union County will not have adequate FAS funds available for the project and will have to rely on the O.A.C. formula.

Will it be possible to check with the O.A.C. for an early determination on funding? If fundable, it is felt early programming of survey funds would be in order so that the contract could be let prior to July 1, 1977.

The project appears as item R, 70325, RS-B 613(-) in the 1977 Fiscal Year Annual Program.

The environmental assessment has been reviewed by James B. Kennedy, Region Environmentalist, and found acceptable.

The county has requested the State to review negotiations for right-of-way acquired.

RCL:je
Attachments

cc: Judge Misener
Alvin Campbell
J. A. Schlieski
Verne A. Allen

RECEIVED
COUNTY & CITY SECTION
AUG 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE

AUG 17 '76

REFER TO

FOR

Info
Investigate
R/D
Action
File
Letter
See me

8595

Rev. 10/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Union FAS No. 31-100 Date 7-19-76
County Road Name Palmer Junction
Section Name Road Dept
Type of Project Brige Replacement (New bridge)
Location of Project (Attach sketch map) 16.60 miles North S.H.W. 051.
ADT 270 Design Speed

Is this request for county bridge design only? Yes ____ No ____
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes X No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Low type Surface (Rock)
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County X County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County X County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No X

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County X County Date of Completion ____ By Contract ____

8. Clearing:
By County X County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

Cost	Total	Fed	State	County
	100,000	86,000	7,000	7,000

	1976	1996
AOT	300	450
DHV	50	70

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COUNTY & CITY SECTION
AUG 17 1976
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_X_
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_X_
Sparse population_X_ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_X_ No_____

12. Will replacement be by: County_____ Contract_X_
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_X_

14. Will County adjust structure to additional width? Yes_____ No_X_

15. Will adjusted width be standard? Yes_X_ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_N/A_

17. Does County wish sight posts installed? Yes_____ No_X_

18. Does County wish State to permanently stripe project? Yes_____ No_X_

19. Will County do striping? Yes_____ No_X_

20. Does County wish guardrail installed? Yes_X_ No_____
By County_____ Contractor_to furnish - see note_
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_X_
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_X_

23. Can through traffic be detoured? Yes_X_ No_____

24. Must new detour be constructed? Yes_X_ No_____

25. Will detour be constructed and maintained by County? Yes X No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will County sign project outside work area during construction? Yes X No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No X

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc,)
If yes, explain Due to stream flow the project should be constructed after July 1 & before JAN. 1

33. Existing facility - Total top width 24±
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I: Contractor to furnish guard-rail, hardware & posts at County Shops in La Grande.

II. BRIDGE PROJECT DATA

1. Name of river or stream Looking Glass Creek

2. Name of bridge Looking Glass Brg (Palmer Junction)

3a. Dimensions of existing bridge. Length 70' Roadway Width 16' Type Truss
b. Dimensions of existing approaches. / Type Wood Width 16' Shoulders _____

4. Type of design and material used in existing bridge. Steel Truss Wood Stringers - Wood deck

B# 3104

5. Location (please attach map with location marked): Red circle
Section 28 Township 3 North Range 40 E W.M.

6. Desired width of proposed bridge 28' Approx. length 80'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Reinf. Pastr. conc. slab or steel depending on cost
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes X No_____
Explain Rock Fill - Rip Rap if needed - Rd. Appr's.

10. Foundation Testing: By County? Yes_____ No X
By State? Yes X No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes X No_____

14. Will detour be constructed & maintained by County: Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No_____

16. Will County sign project outside work area during construction? Yes X No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No X

18. Approaches or Connections: By County? Yes X No_____
By Contractor? Yes_____ No X
Traveled surface: Type_____ Width 20
Shoulder surface: Type_____ Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No_____
N.W. quadrant distance from structure 100'
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure 50'
S.E. quadrant distance from structure 25'

20. Guardrail: Desired on approaches or connections: Yes X No
By County X Contractor to be furnished at La Grande
Right side only? Yes No
Both sides? Yes X No

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? possible Yes No X
Use for detour? Yes No
Removed by County? Yes No X
Removed by Contractor? Yes ✓ No
Salvaged by Contractor for County? Yes No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ✓ No
By Contractor? Yes No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes No X Size
Company
b. Sanitary sewer mains: Yes No X Size
Company
c. Storm sewer: Yes No X Size
Company
d. Gas mains: Yes No X Size
Company
e. Power lines: Yes No X Size
Company
f. Telephone lines: Yes ✓ No Size
Company General Telephone - Buried cable
g. Other Utilities:

24. Does County wish provisions made for future utility attachment to structure? Yes No ✓

25. Does County wish lightpost bases and conduit installed? Yes No ✓

26. Does County wish complete job of illumination in project? Yes No ✓

27. Is project contingent upon other factors? Yes ✓ No
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Weather conditions and logging should be done in summer when water is low

28. Existing roadway on either side of bridge:

N or E Side -	Travelway surface and width	24	
	Shoulder surface and width	same	
S or W Side -	Travelway surface and width	24	
	Shoulder surface and width	same	

Remarks re Section II: Design of structure should include conduit provisions for telephone cable.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes X No ____
   - By Consultant? Yes ____ No X
   - By County? Yes ____ No X

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   - By State? Yes X No ____
   - By Consultant? Yes ____ No X
   - By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum _____

2. Is any additional right of way needed? Yes X No _____
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes X No _____

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No X

5. Should State prepare options? Yes _____ No X

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ✓ No _____
If yes, give type and name of utility company: Telephone Cables buried in road

13. Are utilities on existing right of way by permit yes or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,800
2. Available FAS Funds $_____
3. Does County wish advancement of future Federal funds? Yes X No_____
   Amount_____
4. Date match money is available Now
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: July 1, 77

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — _____ Office
2. Environmental — Earle C. Misner Office
3. Public Hearing — _____ Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge ~~or Comm.~~ Chairman

By Harold Schwecke
County Commissioner

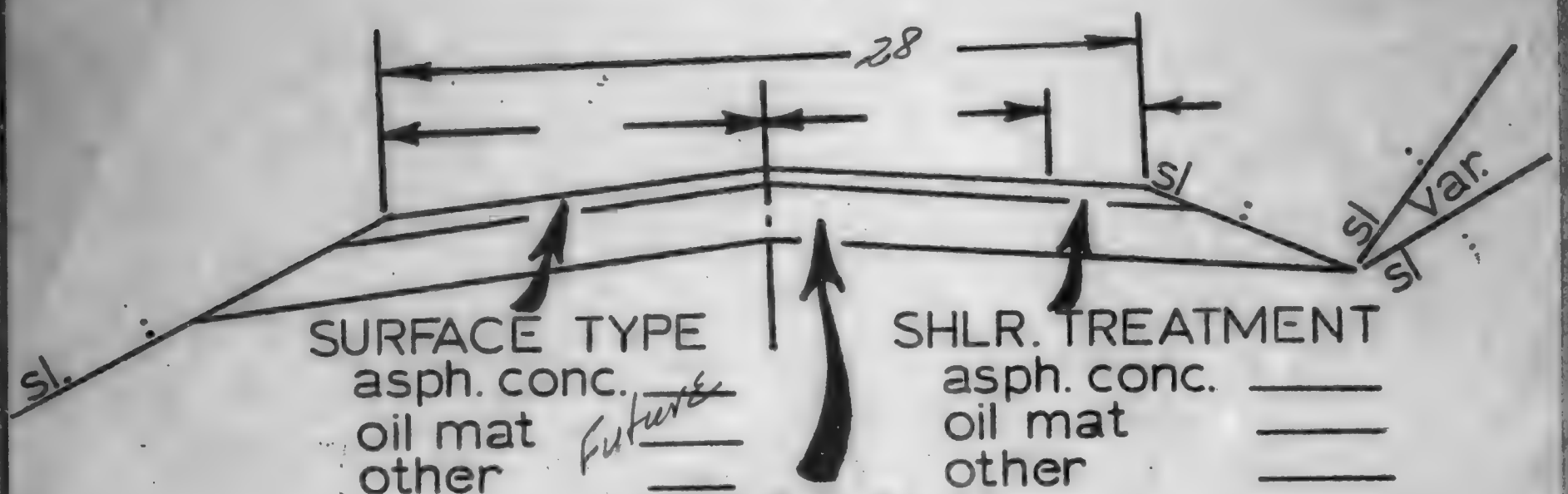
By Ralph Robinson
County Commissioner

By Alvin H Campbell
County Engineer of Roadmaster

County Union

Date Aug 9, 1976

PROPOSED TYPICAL SECTION

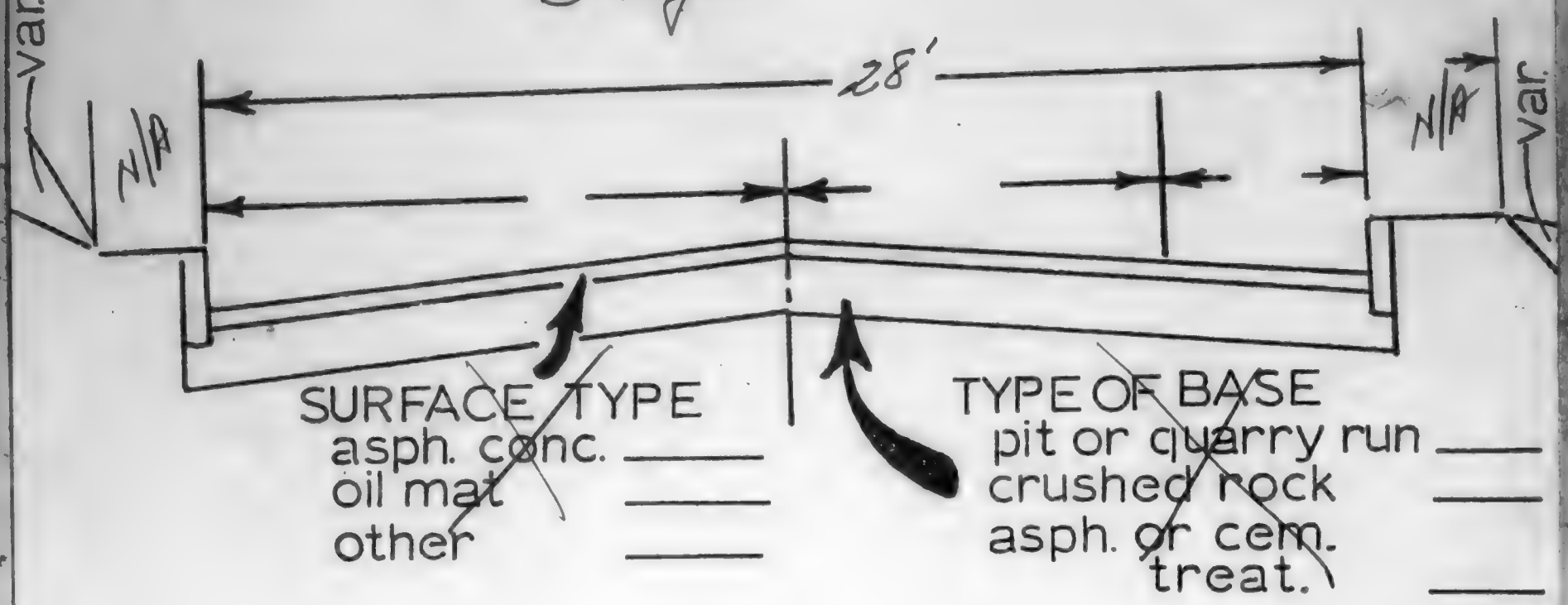


SURFACE TYPE
asph. conc. ~~——~~ Future
oil mat ——
other ——

SHLR. TREATMENT
asph. conc. ——
oil mat ——
other ——

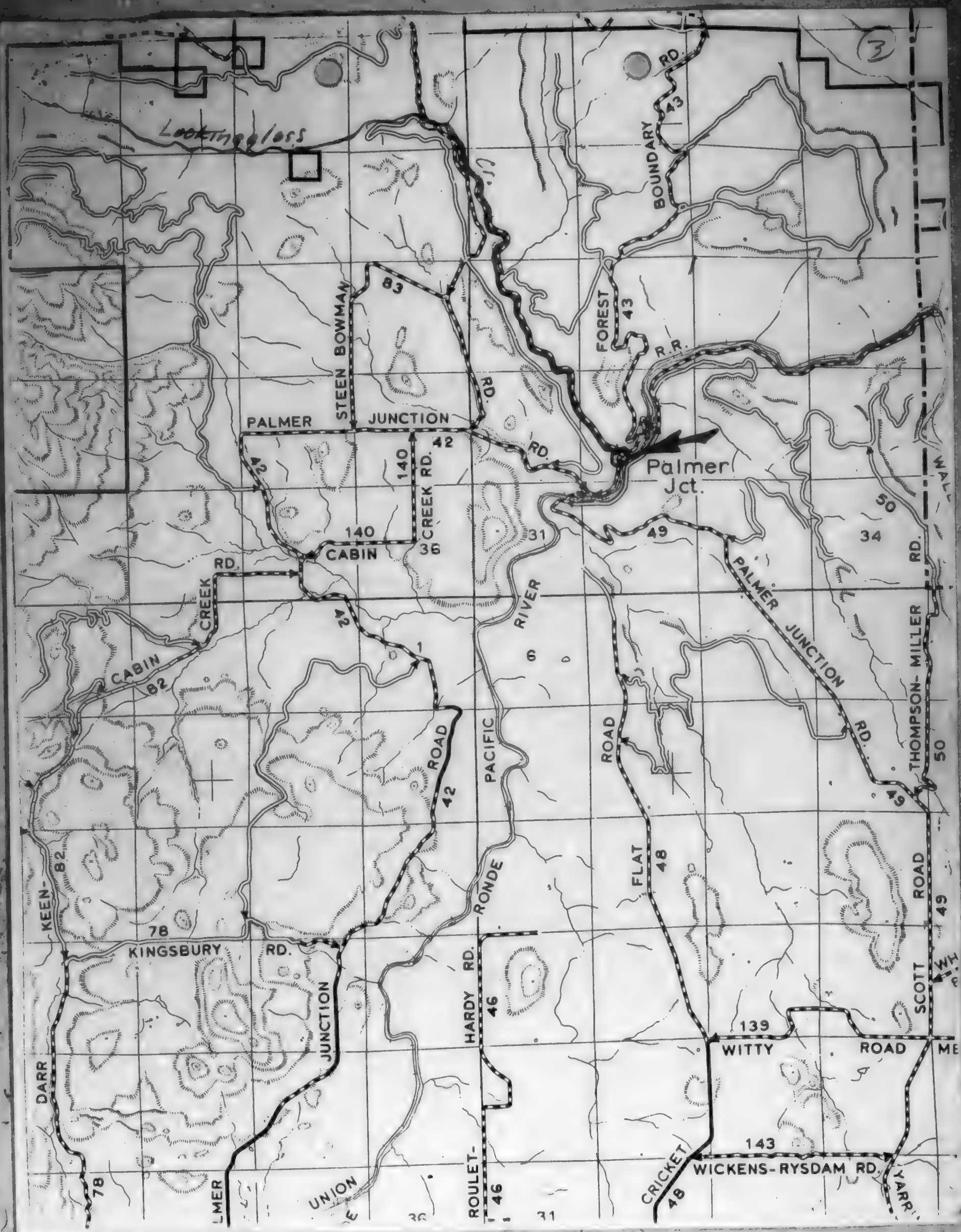
TYPE OF BASE
pit or quarry run X
crushed rock ——
asph. or cem. treat. ——

Bridge



SURFACE TYPE
asph. conc. ——
oil mat ——
other ——

TYPE OF BASE
pit or quarry run ——
crushed rock ——
asph. or cem. treat. ——


Lookingglass
Cr.
RD.
BOUNDARY
43
FOREST
43
R.R.
STEEN BOWMAN
83
RD.
PALMER
JUNCTION
RD.
42
140
CREEK RD.
42
140
CABIN
35
31
49
Palmer
Jct.
50
34
RD.
WALL
RD,
CREEK
CABIN
82
27
1
RIVER
6
PACIFIC
ROAD
42
ROAD
PALMER JUNCTION RD.
49
THOMPSON- MILLER
50
KEEN-
82
78
KINGSBURY
RD.
JUNCTION
DARR
78
HARDY RD.
46
RONDE
FLAT
48
ROAD
SCOTT
ROAD
49
139
WITTY
ROAD
143
WICKENS-RYSDAM RD.
CRICKET
48
YARR
ROULET-
46
31
UNION

Form FHWA 121 (Rev. 5-73)

8595

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1976

In reply refer to: 1041EC.3/710.32

SUBJECT: Lookingglas Creek (Palmer Jct) Bridge Section
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

As requested in Mr. Rulien's March 16 letter I am returning Program Item SRS-26 for the subject section.

/s/ G. L. Green

Attachment

cc:
OSHD (Laux)
OSHD (Eaton)

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

8595

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 25, 1975

In reply refer to: 104lEC.2

SUBJECT: Oregon Project SRS-000S(26)
Lookingglass Creek (Palmer Jct) Bridge Sec
(Mr. Rulien's memo, 11-7-75)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

In response to Mr. Rulien's memorandum, we have reconsidered the program submittal, but we again come to the conclusions expressed in our August 12 memorandum.

We view the prime objective of the Title II Highway Safety Improvement Program as the reduction of traffic accidents. We feel that our personal objective is to provide the maximum accident reduction per dollar expended.

On the subject project, we are facing an ultimate expenditure of approximately $175,000 for the possible reduction of two unreported accidents during the last three years. Examining accident records, we note the trend has been that approximately 56 percent of the total accidents reported occur on local roads and streets. Expanding this further, we could assume that during the past three years approximately 80,000 reported accidents occurred on local roads and street.

We continue to find it difficult to accept the subject project as the best utilization of these funds. As you know, these Section 230 projects are to be selected from a priority listing prepared in compliance with Section 405(b) of Title 23, U.S.C. (paragraph 6b, FHPM 6-8-2.1). In this particular instance, we feel it is necessary for some indication to be given not only on where the project stands in that priority listing, but also why it is placed there.

RECEIVED
DEC 5 1975
Office of
Assistant State Highway Engineer

It is our policy that these special Title II Safety funds are generally not intended to finance the major construction projects, unless, of course, these could be demonstrated as accomplishing a correspondingly good pay-off in accident reduction. While it appears this has not been done for this project, if such is the case please submit additional information.

G. L. Green

NOTED
R. L. SCHROEDER

cc:
OSHD (Mr Rulien, Proj Mgmt)

RECEIVED STATE HWY ENGR
DEC 5 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

8595

8

November 7, 1975

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Project No. SRS-000S(26)
Lookingglass Cr. (Palmer Jct.) Br. Sec.
Union County

We agree, as stated in Mr. Cusack's August 12, 1975, letter, that it appears that the problem so far has been to the bridge itself if the assumption is based entirely on accident data.

It is interesting to note that the two accidents mentioned in Union County Roadmaster's letter of July 24, 1975, never showed up in Oregon Motor Vehicles Accident Data file. Yet, legal reportable accidents are ones involving death, bodily injuries or damage to any one person's property in excess of $200. This fact tends to prove the adage that you can lead a horse to water but cannot make it drink.

The use of reportable accidents as the only criteria and giving no consideration to damage sustained by the structure in accidents not reported by the motorist is ignoring the facts of life in sparsley populated rural areas. If one would contemplate the damage sustained by the structure it is inconceivable to visualize the motor vehicle, and possibly the driver or occupant, not being affected to some degree.

However, if your feelings toward this project are still the same as stated in Mr. Cusack's October 21, 1975 letter, please confirm that you will not approve the project.

JGtek

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. E. George
W. E. Schwartz, Region 5
D. E. Swan
B. L. Gifford

Form FHWA 121 (Rev. 5-73)

8595

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 21, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project SRS-0008(26)
Lookingglass Creek (Palmer Jct.)Bridge Sec.

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have very carefully considered the additional information on the above subject as furnished with Mr. Rulien's September 25 letter. However, we continue to feel as stated in our September 12 memorandum that this proposed project is beyond the intent of the Title II Highway Safety Improvement Program.

G. L. Green

cc:
OSHD (Rulien)
OSHD (Eaton)

RECEIVED
STATE HWY ENGR
OCT 22 '75
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

cy Schroeder

8595

8

PRO 6-2

September 25, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Hallen
Project Management Engineer

SUBJECT Lostinggloss Creek (Palmer Jct.) Bridge Sect.
Union County Road
Project No. SRS-0005(26)

Your memo of August 12, 1975 questioned the propriety of utilizing Title II Safety Funds for this proposed improvement.

There have been reportable accidents. However, they apparently did not result in injuries or reportable damage to the vehicles. The attached letter from the Union County Roadmaster provides information concerning accidents which occurred at the bridge in 1973 and in 1974. Other accidents were not reported and do not show on an accident record. The potential for a serious accident at this site is extremely high as there is a sharp curve at the south end and the bridge is quite narrow (18 feet). This structure, although it has an existing ADT of only 270, has a high number of recreational vehicles which use the structure, and also a high number of log trucks (6,305 trips per year). The bridge was never designed for the kind of traffic which it is currently carrying.

Paragraph (b) of Section 405 of Title 23 USC indicates that this program shall include projects "— to correct high-hazard locations —". The standards to be used in determining appropriate projects are included under Section 402, Title 23 USC, Paragraph

(a) and include "— detection and correction of high or potentially high accident locations —". This proposed project certainly qualifies as a potentially high accident location.

Your memo suggested that the bridge could be a candidate for the Section 219 Off-System funds. We would agree that it would be eligible except for the fact that our letter to the counties and the cities advising them of the Off-System Program was mailed on May 30, 1975. Union County submitted the request for this structure on April 29, 1975, prior to the notification of the availability of Off-System Funds. Since they had already applied for the project, Union County did not submit a request under Section 219. Our program was submitted to you on June 24, 1975. The County still had no indication that their request would be denied. By the time your memo of August 12 was received we had already received more proposals for projects under Section 219, than existing funds for fiscal 1975 were available. Since these funds are planned to be obligated on a first come, first served basis, Union County's chances of having this project approved under Section 219 this year are extremely remote.

This section of the Title II Safety Program has $3,262,936 apportioned to Oregon for fiscal years 1974, 1975 and 1976. We believe it is our responsibility to identify and qualify projects. Including this project, we have identified only $2,745,324 in potential projects.

We strongly urge your consideration of this program and its approval.

DES:ljt
Attachment

cc: E. S. Hunter
L. E. George
W. E. Schmertz
D. E. Swan

Form FHWA 121 (Rev. 8-73)

8595

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 12, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project SRS-0008(26)
Lookingglass Creek (Palmer Jct.) Bridge Sec.

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

After reviewing the data furnished with Mr. Rulien's June 24 program submittal for the above project and carefully considering this proposal we feel we must question the propriety of utilizing Title II Safety funds for this improvement. While we recognize that this bridge appears to be in need of replacement we feel the relatively high total cost with relation to its potential for reducing accident must place this project very low on the priority listing for the systematic correction of identified hazards. Without reportable accidents or injuries or similar indicator of accident severity to the motorist it appears the greatest problem so far has been to the bridge itself. This project as presented appears to be an excellent candidate for the Section 219 Off System Funds.

We are therefore deferring action on this program request.

/s/ G. L. Green

RECEIVED
STATE HWY ENGR
AUG 18 '75
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sig. | A... | Fi...
X
8/19

cc:
OSHD (Rulien)
OSHD (Eaton)

8-19-75
ORIGINAL TO
L. W. Rulien
T.A.A.

8-21-75
cc: Bud George

8595

June 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-0005(26)

We are submitting program data for one project, Item No. 26, Project No. SRS-0005(26), "Lookingglass Creek (Palmer Jct.) Bridge Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal-aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed are project proposal, sketch maps and pictures prepared by our Traffic section for this project.

We request the following:

(1) Concurrence that the project qualifies for the time-saving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

DRH:bz
Enclosure

PROPOSED PROJECT
Section 230
1973 Highway Safety Act
~~City~~ (County) UNION
Date 4/29/75

Location:

ON: COUNTY ROAD (½ MI. NORTH of F.A.S. 31-100)

From: BRIDGE OVER LOOKINGGLASS CREEK

To:

Please Attach Map

Project Description: PROPOSED REPLACEMENT OF SUB-STANDARD STRUCTURE AND NECESSARY GRADING.

Current Situation: BRIDGE IS SUB-STANDARD WITH SHARP CURVE AT SOUTHEND. STRUCTURE IS IN WEAKENED CONDITION REQUIRING "JILL-POKE" SUPPORTS.

ADT* 270

Posted Speed —

197_ Accidents —

Expected Benefits: WILL PROVIDE SAFE STRUCTURE IN A high VOLUME RECREATIONAL AREA.

Method of Construction: COUNTY WISHES TO EXPLORE ALTERNATES AVAILABLE. VERTICAL ABUTMENTS WITH WINGWALLS, STRUCT. PLATE CULVERT. ALSO POSSIBLE REALIGNMENT.

- [X] Contract
- [ ] State Forces
- [ ] Local Forces**

Estimated Cost $165,000

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.

WALLOWA COUNTY

UMATILLA NATIONAL FOREST

W.-W.N.F.

COUNTY

T 4 N

T 3 N

T 2 N

WALLOWA COUNTY

Palmer Jct.

ELGIN

CRICKET FLAT

N

1. -230 Project — LOOKING [illegible] CR. BRIDGE
PALMER Jct., UNION COUNTY
"OFF SYSTEM"
APRIL 29, 1975

1-LOOKING NORTHERLY — 75'± MAIN SPAN, 25'± APPR. SPAN ON NORTH END, 18'± WIDTH

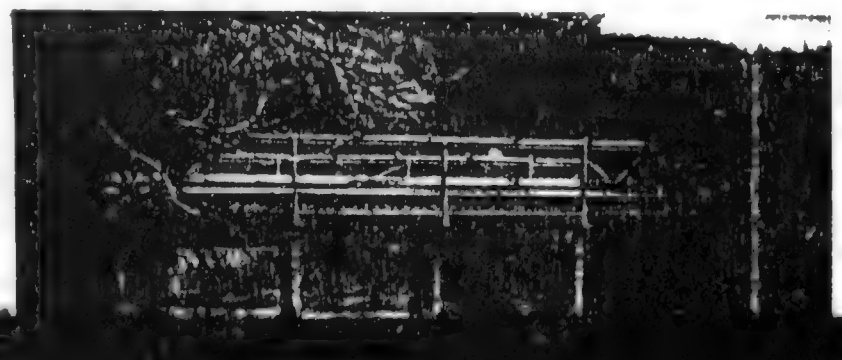
2- LOOKING SOUTHERLY - SHARP TURN AT SOUTH END, POOR ALIGNMENT

2

3 - SUPPORT NECESSARY AT MIDSPAN ON APPROACH

3

1



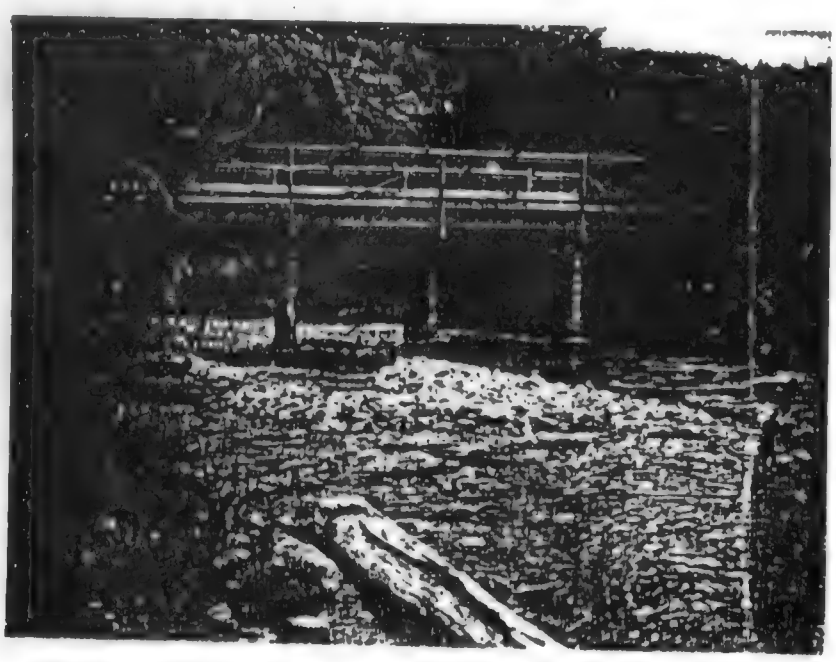
APPR. SPAN ON NORTH END, 18'± WIDTH

2- LOOKING SOUTHERLY - SHARP TURN AT SOUTH END, POOR ALIGNMENT

2

3- SUPPORT NECESSARY AT MIDSPAN ON APPROACH

3



1

4- UPSTREAM SIDE OF BR. SHOWING SUPPORT NECESSARY ON MAIN-SPAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-61)

6-24-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., Lookingglass Cr. 10 mi. N. of Elgin	ADT	PRESENT: 270*	FUTURE: 320	YEAR: 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	FS ROUTE NO.	DEPT. DIST.	CO. CLASS	DEPT. AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): SRS -	NUMBER: 0005	
CARD	CLASS OF FEDERAL FUNDS: (Section 230) Safer Roads Demonstration Project						COUNTY NAME: Union				
	NAME OF URBAN AREA						ROUTE NO.	FEDERAL-AID: Non	STATE: Co. Rd.	U.S.: -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 8)	(10)	41	42	43-46	53		(54)-(59)	(60)-(67)	(67)-(70)		
5					PE		Co. Rd., Lookingglass Cr. 10 mi. N. of Elgin	0.1	9,000	8,100		900 (Co.)
5					ROW							
5					CONST (CODE)		"Lookingglass Creek (Palmer Jct.) Bridge Section"					
							PROJECT TOTALS	0.1	9,000	8,100		900 (Co.)

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES	REMARKS
1	14			

* DHV 1s 30

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-24-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPR CODE	ITEM NO.
Co. Rd., Lookingglass Cr. 10 mi. N. of Elgin	ADT	270*	320	95	10	Oregon	41	148	26

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FS ROUTE NO.	DIV.	DIST.	CO.	DIV.	ENEMG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	U. Projects Only POST MK.	DESIG.
Engineering									SRS -	000S	(26)		

FUNDS
(Section 230) Safer Roads Demonstration Project

AREA

COUNTY NAME: Union — COUNTY CODE: 067

ROUTE NO. | FEDERAL-AID: Non | STATE: Co. Rd. | U.S.: - -

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., Lookingglass Cr. 10 mi. N. of Elgin	0.1	9,000	8,100		900 (Co.)	All phases of preliminary engineering
ROW								(Future replacement of substandard structure and incidental work common to this type of project.)
CONST (CODE)		"Lookingglass Creek (Palmer Jct.) Bridge Section"						ROW- 60' normal; Access Control-None; Parking restrictions- None.
PROJECT TOTALS			0.1	9,000	8,100		900 (Co.)	

ED BY

M APPROVAL DATES

REMARKS

* DHV is 30

-OVER-

Lookingglass Creek (Palmer Jct.) Bridge Section

Project No. SRS-000S(26)

Existing Facility:

Roadway - - - - 20-ft. graveled surface
Structure - - - 100-ft. bridge over Lookingglass Creek consisting of a 75-ft. Pony Truss main span with 3 "Jill Poke" supports and a 25-ft. Pile Trestle approach span on north end. Both spans have a horizontal clearance of 18-ft. and a posted load limit of 8 tons.

Adjacent Sections: 20-ft. graveled surface roadway.

Project Data: All phases of preliminary engineering for the future replacement of substandard structure and incidental work common to this type of project.

IM 50-1-70 Requirements: It is our contention since this project will eliminate functional obsolescence and structural deficiencies of the existing bridge by providing two lanes of traffic with capability of supporting legal highway loads, that the nature of the project is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedure" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 2.

8595

June 9, 1975

Board of Commissioners
Union County
Courthouse
La Grande, OR 97850

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5334

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement with Union County for construction of Lookingglass Creek Bridge on Forest Boundary Road, County Road No. 43, near Palmer Junction.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

Att.
hb
bc Don Harwell (agree. att.)

A letter-form agreement with Union County for construction of Lookingglass Creek Bridge on Forest Boundary Road, County Road No. 43, near Palmer Junction. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is $165,000. County will provide the 10% ($16,500) matching funds with no expense to State.

mm
5/21/75

1977 Dufur Section of FAS 8409 8596
in Dufur. (Grading, paving and
structure)

C+O 5968 12-3-76

8596

FAS B409

ROAD DESIGN SECTION 378-6558 DES 16

Dale Allen
Region IV Engineer, BEND

July 30, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Dufur Section
FAS B409
Wasco County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

8596

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-29-81	CC 81-27		533-1019-297

BILL TO: Code:

Wasco County Court

Courthouse

The Dalles, Oregon 97058

Attn: Mr. Rex Kniesteadt, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Dufur ByPass Section FAS-A409 This is an FAS-C Project No. RS-A409(1)			
Project Cost			$48,077.07
Less County Advance Deposit			41,500.00
(Please send copy of Itemized Statement with billing)			
		Amount Due	$ 6,577.07

Advance Deposit Amount ..... $ 41,500.00

Advance Deposit Previously Transferred to Highway Fund ..... $ 31,500.00

Balance ..... $ 10,000.00

Transfer to Highway Fund ..... $ 10,000.00

Refund Due ..... $ - - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1750

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

SP*35736-734

8596

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1190

HIGHWAY DIVISION INVOICE

NO. 1320

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-24-81	CC 81-27	

CREDIT DISTRIBUTION

325.00
533-1019-296-00-000 6577.07
533-1019-297-00-000 (6577.07)

WASCØCC

Wasco County Court
Courthouse
The Dalles, OR 97058
Attn: Mr. Rex Kniesteadt, Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	
Dufur Bypass Section FAS-A409 This is an FAS-C Project No. RS-8409(1)			
Project Cost Less County Advance Deposit			$4 4
AMOUNT DUE			$
FINAL BILLING			

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 29, 1981

COUNTY WASCO Contract No. 8596 Date Completed August 19, 1978

PROJECT # RS-A409(1) Section Dufur By Pass

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$544,269.15
Striping		613.10
Engineering		75,929.63
Liquidated Damages		-2,178.00
Audit		50.85
EEO		167.38
TOTAL		$618,852.11
Payment to Contractor	(Non Participation)	$ 3,900.48
Engineering		520.18
Liquidated Damages		-22.00
TOTAL		$ 4,398.66
Total cost of Project		$623,250.77
Federal Funds Collected		530,975.11

County's Share of Project Costs are as follows:

1/2 ($618,852.11 - $530,975.11 + $520.18) + $3,900.48 - $22.00 = $48,077.07

Project Cost	$48,077.07
Less County Advance Deposit	41,500.00
AMOUNT DUE STATE	$ 6,577.07

Reference: Billing Form CC 81-27

FORM 734-1745

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: RS-5409(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 5-3-77 To: 3-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$623,226.89	$618,252.11	85.80%	$530,975.11	$530,975.11	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.R. Skoog, Controller	3-25-81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Dufur Section 5409 County Road WascoCounty					
	Construction Type Code 6201 Roadway (Sta. 10+00 To Sta. 69+31.89)					
	Final Contract Payment Summary	Lump Sum			$467,877.65	
SFO	#1 Wasco County (Striping)	All Required			613.10	
	Total Participating Type Code 6201				$468,490.75	
	Type Code X080 Final Contract Payment Summary	Lump Sum			$ 76,391.50	
	Construction Engineering State	All Required			75,929.63	
	Liquidated Damages	Lump Sum			(2,178.00)	cr
	Type Code 6201 $63,426.40 Type Code X080 13,325.23					
	Total Participating Construction Engineering				$ 73,751.63	
	Misc. Project C-ost					
	Audit Expense	All Required			50.85	
	EEO Monitoring Expense	All Required			167.38	
	Type Code 6201 $187.68 Type Code X080 30.55					
	TotAl Participating Cost				$618,852.11	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 3,842.23	
	Interest on Final Payments	All Required			58.25	
	Construction Engineering	All Required			496.30	
	Liquidated Damages	Lump Sum			(22.00)	cr
	Total Nonparticipating Cost				$ 4,374.78	
	Total Project Cost				$623,226.89	
	Prepared based on Participating Cost as shown on Federal Billing as of 1/29/81.					

AMOUNT CARRIED FORWARD

GPO 944 893

TOTAL TO DATE JOB COST SUMMARY — MARCH 1981 — PAGE 290

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE REG	YR
	533 1018	298	00 N 9			116,753.31	77	77
	533 1018	900	00 P 1			17,904.88	77	77
	533 1018	900	00 N 1			3,996.76	77	77
	533 1018	915	00 P 1			358.35	80	80
	533 1018	921	00 P 1			5.00CR	77	77
	533 1018	985	00 P 1			50.42	77	77
		TOT	P1			139,910.62		
		TOT	N1			3,996.76		
		** JOB TOTALS **		**	**	138,907.38	**	

DUFUR SECT OF FAS 8409 — CONT NO 8596 X FA PROJ NOS RS 409001 100

								STATE	
	533 1019	201	00 P 1	Payment to Contractor		544,269.15		77	77
	533 1019	201	00 N 1			3,842.23		77	77
	533 1019	203	00 P 1	Liquidated damages	22.00	2,178.00CR		78	81
	533 1019	203	00 N 1		22.00CR	22.00CR		81	81
	533 1019	206	00 N 1	Int to Contractor		58.25		79	79
	533 1019	270	01 P 1	State Forces	613.10	613.10		80	80
	533 1019	296	00 N 9		605.76CR	562,475.11CR		77	81
	533 1019	297	00 N 9			31,500.00		77	77
	533 1019	298	00 N 9		605.76	530,975.11		77	81
	533 1019	900	00 P 1	Eng	20.07	75,224.20		77	81
	533 1019	900	00 N 1		17.22	496.30		77	81
	533 1019	915	01 P 1	Audit	50.85	50.85		80	80
	533 1019	920	00 P 1	P. mgt.		24.28		78	78
	533 1019	948	00 N 1		23.88	23.88		81	81
	533 1019	950	00 P 1			681.15		78	78
	533 1019	985	00 P 1			167.38		78	78
		TOT	P1		706.02	618,852.11			
		TOT	N1		19.10	4,398.66			
		** JOB TOTALS **		**	725.12 **	623,250.77	**		

CO BR & DELINEATOR PROJ — CONT NO X FA PROJ NOS PMS 00S057 100

								STATE	
	534 1004	296	00 N 9			548.01CR		77	77
	534 1004	298	00 N 9			548.01		77	77
	534 1004	900	00 P 1			203.92		79	79
	534 1004	900	01 P 1			270.24		77	77
	534 1004	915	00 P 1			73.85		78	78
		TOT	P1			548.01			
		** JOB TOTALS **		**	**	548.01	**		

PACIF HWY W-SW 3RD, SHERWO — CONT NO 8752 X FA PROJ NOS RS 671001 99

							RS 671001 01 STATE	
	534 1018	201	00 P 1	42,130.00CR	42,130.00CR	533,541.85	78	78
	534 1018	201	00 P 8			29,332.52	79	79
	534 1018	201	00 N 1	42,130.00	42,130.00	43,439.76	79	79
	534 1018	203	00 P 1			750.00CR	79	79
	534 1018	203	00 N 1			750.00	79	79

8596

ENGINEERING REPORTS · BUILDING DESIGN · LAND SURVEYS

CONSULTING
Engineers

TENNESON ENGINEERING CORPORATION

PHONE (503) 296-9177
409 LINCOLN STREET
THE DALLES, ORE. 97058

May 10, 1979

John Hagedorn
Department of Transportation
Highway Division
P. O. Box 5309
Bend, Oregon 97701

Dear Mr. Hagedorn:

We are returning two preliminary copies of the plans which were forwarded to us for City approval. With the following revisions marked in red, the plans were approved.

1. Page 2 "Typical Street Section" -- the C mix should be changed to B mix.
2. "Summary" -- none of the items agree with the bid schedule.
3. Page 3 "Plan and Profile Sheet" --

   The storm sewer should be extended 30 feet to the west from the manhole at 4th and Heisler.

   Item 11 -- the total pipe should be revised to read 278 l.f. and the total excavation should be 140 cu.yd. (per the bid schedule).

With these modifications, the City approved the plans.

Very truly yours,

TENNESON ENGINEERING CORPORATION

Donald J. Ronde, Corp. Secretary

DJR:jm

Enclosures (2)

cc: City of Dufur

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAY 11 1979 RDE
RSO REGION 4 RBE
ASSIGNED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
2 A	SUMMARY
3	PLAN AND PROFILES

Drawings N/A
2050-A - MISCELLANEOUS STRUCTURES (Handrail)
2077 - CURBS, ISLANDS and DRIVEWAYS
2106 - CONCRETE INLETS

Missing

STATE OF O

DEPARTMENT OF TR

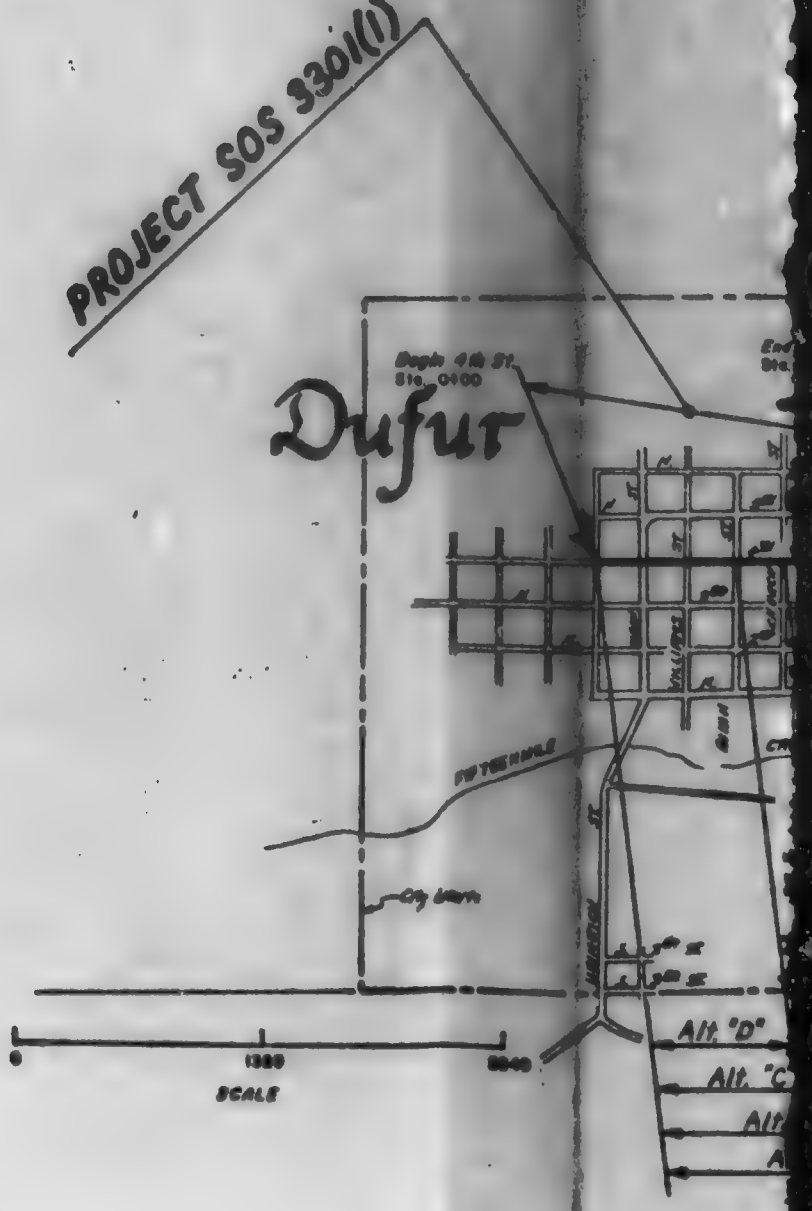
STATE HIGHWA

PLANS FOR PROPOS

HEISLER ST. - CHURCH

CITY STRE

WASCO COUN



OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

PROPOSED PROJECT

PRELIMINARY COPY
APR 20 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

HEISLER ST. - CHURCH ST. (DUFUR) SEC. CITY STREET (N. 4TH ST.) WASCO COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	[illegible]		See Index

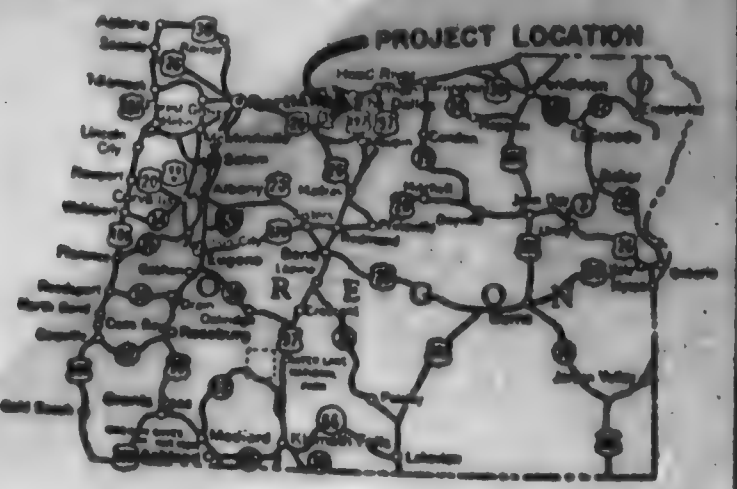
URCH ST. (DUFUR) SEC.

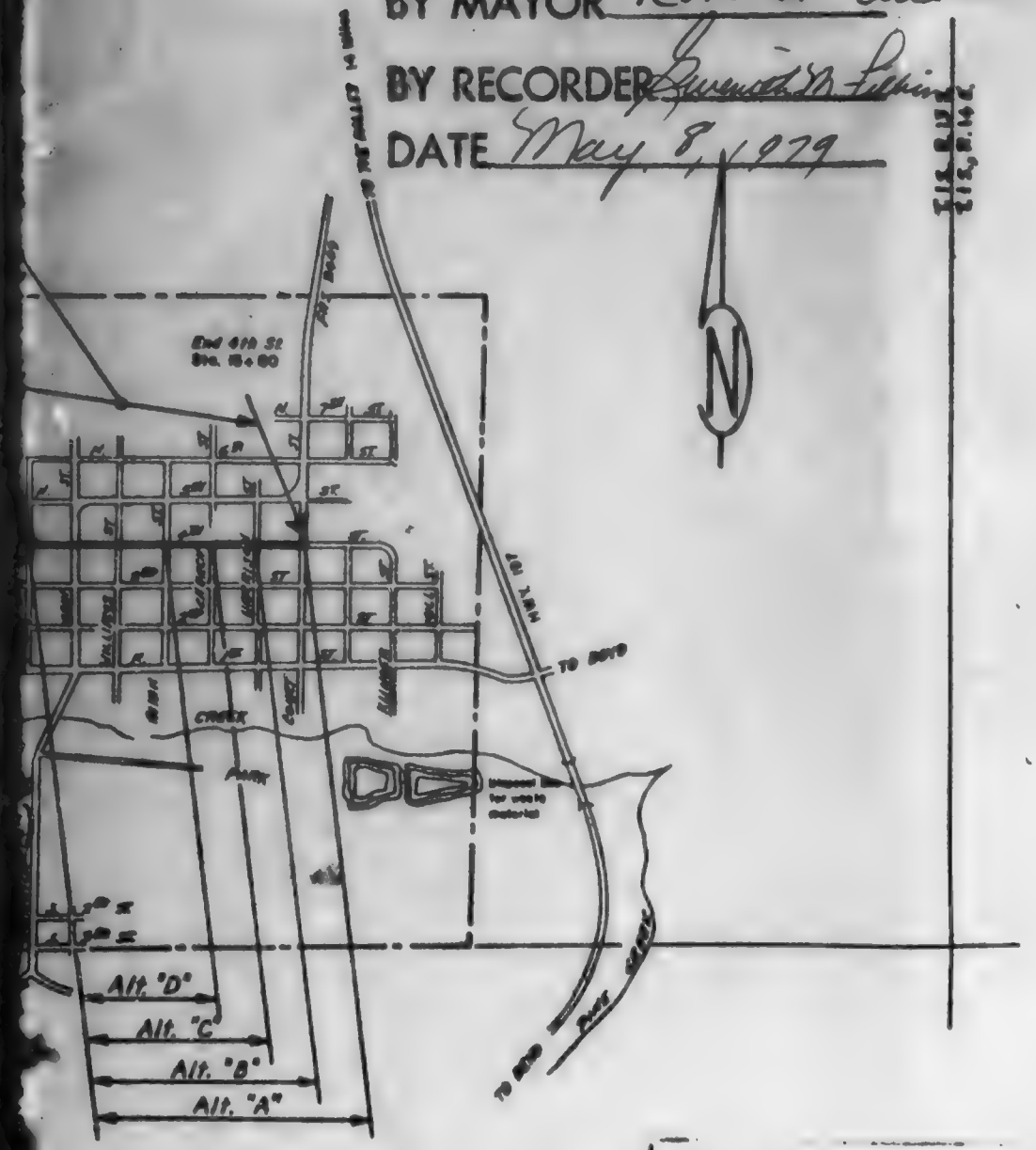
Y STREET (N. 4TH ST.)

SCO COUNTY

APPROVED
CITY OF Dufur
BY MAYOR Ron L. Archer
BY RECORDER Lawrence M. Levine
DATE May 8, 1979

PROJECT LOCATION





PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony R. Yturri	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

PLANS PREPARED FOR:
CITY OF DUFUR, OREGON
By: TENNESON ENGINEERING CORP.
408 LINCOLN STREET
THE DALLES, OR. 97058

REGISTERED PROFESSIONAL ENGINEER
DONALD J. ROHDE
JULY 19 1977

PLANS AND SPECIFICATIONS APPROVED BY:

	TITLE	DATE

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

ASSISTANT STATE HIGHWAY ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER DATE

8596

May 9, 1979

Safeco Insurance Company of America
1500 S. W. 1st Avenue
Portland, OR 97201

Gentlemen:

On April 24, 1979, we wrote to you concerning release of final payment on Contract No. 8596 awarded to Jarl Construction, Inc., for work on the Dufur Section of FAS 3409 in Wasco County.

Final payment on this contract is $7,000 and the total contract amount is $545,911.38 including $14,958.49 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

Jhm

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

C. T. Keasey
Walt Hart
Dale Allen

8596

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 8, 1979

Duane O. Christensen
Final Design Engineer

Donald E. Shaffer
Bicycle Route Engineer

Heisler Street-Church Street
([illegible]) Section
City Streets
Wasco County

The detail for the driveway does call for a 1 1/2" lip; however, there is only one driveway being constructed. We did succeed in getting the consultant to accept our standard for bicycle ramps without a lip on the sidewalks where provisions are being made for bicycles.

We are continuing to work with consultants and local governments in an effort to eliminate or minimize the lip.

DOC:mw
cc: D. N. Stoudenmeyer

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 0 8 1979
ROAD DESIGN SECTION

Do Not File
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8596

Harper

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: CORRECTED
Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-330(1) Highway No. 2033 City

Federal-aid Project Name 4th,Court, Williams, 3rd & 2nd St [redacted]

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

8596

Form 81-784-2080

Duper

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. 505-330(1) Highway No. 2033 [redacted]

Federal-aid Project Name 4th, Court, Williams, 3rd & 2nd St. [redacted]

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard, Boardman, Cole, Sample, Erikson, Watson, Hagar, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg, Anderson, Christenson, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
APR 25 1979
ROAD DESIGN SECTION

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Bring Up
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8596

Dufur City

FORM 81-784-5020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

April 20, 1979

FILE: CON 5
8596

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Dufur Section, Contract 8596

TO: Hal Versteeg
Head of Engineering

I recently had a conversation with Rex Kniesteadt, Wasco County Roadmaster, about the drainage installations on the Dufur Section.

He reported that the M-E inlets located at Stations 16+45, 66+60, and 67+60 were entirely inadequate. He said that during the recent runoff when the ground was frozen, these inlets completely clogged with slush. Part of the time they had a man cleaning the inlets with a shovel and they would clog up in about three minutes after they had been cleaned. He was of the opinion that straw would cause a similar problem.

His recommendation would be to use a standard inlet with a grate and a horizontal attitude.

The City of Dufur Maintenance crews have modified these inlets, removing every other bar in the grates. I have taken some photographs of the inlets and will send you some prints soon.

RCP:pw

1 Versteeg ✓
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
2 Trout
Wekerlig

RECEIVED
APR 23 1979
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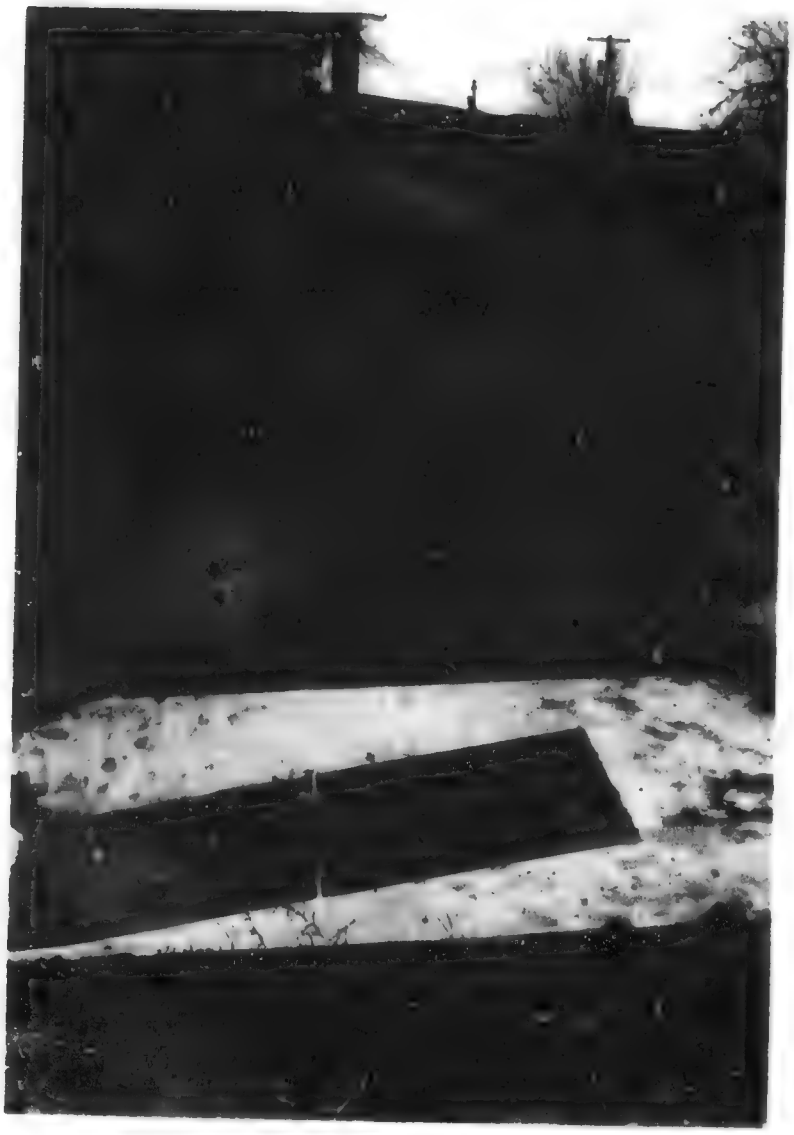

8596 2-79

ENGINEER'S NARRATIVE REPORT
Dufur Section
FAS B409
Wasco County
Contract No. 8596
Prefix No. 533-1019
F. A. Project No. RS-B409(1)

This project required the grading and surfacing of 1. 11 miles of FAS B409, the major portion of which was on streets within the City of Dufur, along with curbs, sidewalks, storm sewers, drainage and related facilities, the removal of existing bridge over Fifteenmile Creek and construction of new 64 ft. prestressed slab structure.

LOCATION AND DESIGN

Prior to letting of contract it was apparent that much was lacking on location data and survey, and consequently workability of design alignment, grades, etc. was very questionable.

Wasco County was quite anxious to get this project under contract and I agreed to do necessary design work under construction to allow project to proceed. This amounted to performing almost complete relocation of project as concerns alignment, grades, etc. prior to and during construction.

MAINTENANCE OF TRAFFIC THROUGH THE WORK

Specifications required that excavation in areas on both ends of the project be limited to length that could be filled to full depth and width with aggregate base and treated with emulsified asphalt in watering on the same day.

This requirement was found to be impractical for contractor and added to engineering costs due to personnel required to establish grade control, etc. in very small areas. Unanticipated conditions such as wet subgrade, utilities, etc. also made this requirement impractical and costly.

In lieu of this requirement traffic was maintained over subgrade and/or partial lifts of base aggregate with watering for dust alleviation and other actions as necessary. Use of emulsified asphalt in watering was minimal as it was not felt to be necessary and project costs decreased.

Specifications provided that central portion of project through City of Dufur could be closed to traffic on two block segments with cross streets to be open when contractor was not working in intersection. This was found to be practical and workable, but in actuality traffic was maintained through major portion of work area in same manner used on the ends of project as described above.

REFERRED TO
Board, Stoudenmeyer, Cole, Sample, Erikson, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Please prepare Ltr of acknowledgment

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

RECEIVED
FEB 06 1979
ENGINEERING SECTION

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GRADING

Major problems encountered in grading were- encountering various unknown utility facilities inherent to this type of project, and wet areas in subgrade due to entrapped water, utility leaks, etc. This slowed grading operations, made specified traffic control impractical as mentioned above and added to cost of project as result of necessary overexcavation and backfill.

SURFACING

No particular problems were encountered in base aggregate or paving operations.

All materials were produced at contractor's commercial source across the Columbia River from the Dalles and hauled to the project.

No price reduction for non-specification materials was required.

Contractor's asphalt concrete mixing plant did not have required mixing time and lock controls and a price agreement was negotiated for price reduction in asphalt concrete mixture and other controls. However, prior to production of material for this project, the contractor installed controls on his plant and no reduction under price agreement was made.

STORM SEWER - DRAINAGE - RELATED FACILITIES

The contractor subcontracted work on storm sewers and related facilities.

It was necessary to modify storm sewer grades shown on plans, primarily due to lack of location information on existing utilities. One manhole was added to project.

Wet, unstable material was found in trenches excavated in numerous areas and base aggregate was used for bedding storm sewer pipes.

Some adjustments in culvert pipes and additional pipes were installed as required and/or requested by Wasco County and City of Dufur.

It was found necessary to re-align the 36-inch culvert at Station 32+40 to keep construction within right of way. An attempt was made to salvage existing culvert but only 8 feet was in satisfactory condition for reuse.

CONCRETE CURBS, WALKS AND DRIVEWAYS

This work was subcontracted by the contractor.

As previously mentioned complete survey data was necessary to establish grade on sidewalk. Considerable problems were encountered in attempt to match existing conditions, thresholds, etc., especially in downtown Dufur.

CONCRETE CURBS, WALKS AND DRIVEWAYS (cont'd)

A wall was added under back side of sidewalk on left of 5th St. between Williams and Main Streets and on left of Main St. between 3rd and 4th Streets. This wall was constructed in lieu of fill slope as preferred by property owners and approved by Wasco County and City of Dufur. Wall was an inverted curb section and was included in payment as curb with agreement of contractor.

Number and widths of driveways were increased, resulting in overrun of original quantity, with related decrease in sidewalk quantities.

CHANNEL CHANGE-FILTER BLANKET-RIPRAP

Limits of channel change excavation were extended and streambed was excavated to bed rock as requested by Wasco County and City of Dufur.

During progress of channel change and streambed excavation, the side slopes were covered with gravels and sand from streambed. This material was comparable to specified filter blanket materials. Consequently filter blanket was eliminated and riprap was placed on existing slopes.

As required by Section 202 of Standard Specifications, substructure of existing structure was removed to natural streambed. As mentioned above, streambed was excavated to solid rock to provide more clearance under structure because of concerns of City of Dufur. This resulted in portions of existing footing being exposed. A portion of these footings were removed as extra work to increase vertical clearance and ensure smoother, more uniform streambed under new structure.

Since streambed was excavated to solid rock, no toe trench for riprap was constructed.

STRUCTURE-DETOUR

Contractor subcontracted the construction of new structure over Fifteen mile Creek.

Specifications required that new structure be opened to traffic and detour around structure be removed from Fifteenmile Creek not later than November 30, 1977.

Progress on removal of existing structure and on excavation for footings is felt to have been slower than anticipated. Footing was lowered 1.1 foot on Bent 1 and 2.2 feet on Bent 2 to get footing into solid rock for full depth as specified. This work was begun the first week of October 1977 and was completed the first week of November 1977.

The pouring of footings and walls progressed reasonably well. Problems were encountered in getting contractor to maintain heat on concrete pours during cold weather.

STRUCTURE-DETOUR (cont'd)

On November 25, 1977, high water in Fifteenmile Creek forced the closure of detour around structure - prestressed slabs for deck had not been set. Three days later an additional pipe was put under detour and it was opened to traffic. On December 2, 1977, high water again closed detour. Prestressed slabs were set on December 5 and 6, 1977. Detour was opened to traffic on December 8, 1977 after water subsided; a third pipe had been installed under detour. High water again closed detour on December 13, 1977 and major portion of detour was either washed out or removed. Area remained closed to traffic until December 23, 1977, when sufficient remaining work had been completed to place traffic over new structure. During closures of detour the traffic was routed around area via county road (Old Hwy 197) to south, north on Highway 197 and back into City of Dufur on First Street.

The presence of detour across Fifteenmile Creek, downstream from new structure, caused considerable siltation at streambed under new structure. Contractor was required to remove this material, which work was completed in early Summer of 1978, after water level in Fifteenmile Creek dropped. It is understood that contractor will try to recover cost for this work from his subcontractor because of late completion date on structure.

Surface finishing on structure was not completed until after sediment in streambed under structure was removed.

SEEDING AND MULCHING

Seeding and mulching of slopes and planting and restoration of adjacent lawn areas was performed by contractor as an extra work item.

SIGNING AND PAVEMENT STRIPING

Permanent signing on project was installed by contractor as an extra work item.

Permanent pavement striping and marking was done by Wasco County forces under a County Force Order.

MISCELLANEOUS

Two plaques were removed from old existing structure over Fifteenmile Creek and given to Mr. Jim Underhill, Wasco County Commissioner, who was to present them to Dufur Museum.

It is recommended that City and County projects such as this be awarded in late Winter or early Spring instead of Fall of year. This will require work on project in normal construction season and eliminate extended, minimal and low production operations by contractor during late Fall and Winter months, which adds to engineering costs.

W. Reid Meritt

STATEMENT OF OVERRUNS AND UNDERRUNS

Dufur Section
FAS B 409
Wasco County
Federal Aid No. RS-B409(1)
Prefix No. 533-1019
Contract No. 8596

ITEM	ORIGINAL AMOUNT	FINAL AMOUNT	PERCENT + or -
Contract Bid Items	$ 513,433.00	530,724.35	+3.3
Additional Anticipated Items			
Seeding and Mulching E.W.O. No. 4	400.00	786.07	+49.1
Adjust 10-Inch Water Line E.W.O. No. 2	2,000.00	4,521.03	+126.1
Relocate 10-Inch Pipe $ 500.00 Valve Boxes 1,500.00 E.W.O. No. 3	--- 2,000.00	3,842.23	+92.1
Remove and Reinstall Existing Sign E.W.O. No. 1	200.00	42.20	-78.9
Permanent Pavement Striping C.F.O. No. 1	500.00	582.44	+16.5
Permanent Signing E.W.O. No. 5	4,000.00	3,708.74	+7.3
Contingencies	23,513.99		
Engineering	47,027.97	72,623.39	+54.4
Price Agreements:			
No. 1 Salvage and Relay 36-Inch Culvert Pipe	---	160.00	
No. 2 Contractor to Provide Weighman	DOCUMENTARY	0.00	
No. 3 Eliminate Time Lock on A. C. Plant	---	0.00	
Extra Work Orders:			
No. 6 Remove Existing Footing	---	2,058.22	
Adjustments:			
Liquidated Damages Contractor overran completion date for completing structure work	0.00	-2,200.00	
Adjustment-Structural Concrete Footings had to be lowered to reach acceptable foundation, thus requiring additional concrete in wall	0.00	1,741.58	
Adjustment-Reinforcing Footings had to be lowered to reach acceptable foundation, requiring additional reinforcement in wall	0.00	526.95	
TOTAL CONTRACT COSTS	$ 593,074.96	619,117.20	+4.4

Statement of Overruns and Underruns
Dufur Section - Contract No. [illegible]96

	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Mobilization	Lump Sum	100%	100%	0.0
2.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0.0
3.	Temporary Signs	Sq. Ft.	513	380.6	-25.8
	Contractor's operations were such that the above amount met signing requirements				
4.	Temporary Barricades	Each	14	3	-78.6
5.	Contractor did not need estimated amount of barricades due to method and schedule of operations.				
5.	Temporary Continuous Rail Traffic Barrier, Reflective	Lin. Ft.	50	50	0.0
6.	Temporary Plastic Safety Markers	Each	2	2	0.0
7.	Temporary Reflective Pavement Markers	Each	25	20	20.0
8.	Flagmen	Hours	720	650.5	-9.7
9.	Clearing and Grubbing	Lump Sum	100%	100%	0.0
10.	Removal of Structures and Obstructions	Lump Sum	100%	100%	0.0
11.	General Excavation	Cu. Yd.	9,906	10,618.58	107.2
12.	Channel Change Excavation	Cu. Yd.	500	1,489.67	197.9
	Creek channel excavation was extended further upstream and downstream than originally planned, as per request and concurrence of Wasco County and City of Dufur.				
13.	Toe Trench Excavation	Cu. Yd.	180	0	100.0
	Creek channel was excavated to solid rock, thus eliminating toe trench excavation				
14.	Granular Embankment	Cu. Yd.	1,500	1,263.87	-15.7
	Less granular embankment was needed to build detour than originally estimated - primarily due to build-up of area around museum building between the time of location and construction.				
15.	Trench Excavation	Cu. Yd.	1,669	1,968.96	+18.0
	Overrun due to installation of additional culvert pipes, not included on original plans.				
16.	Finishing Roadbed and Slopes	Lump Sum	100%	100%	0.0

Statement of Overruns and Underruns
Dufur Section - Contract No. [illegible]6

	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
17.	Watering	M-Gal	350	565.5	+61.6
	Due to Contractor's method of staging, maintenance, and weather conditions, additional watering was done for dust alleviation and maintenance of surfacing, which is also estimated to have decreased contract costs approximately $ 4000.00				
18.	Emulsified Asphalt in Watering	Gal	12,000	442.84	-96.3
	Material under this bid item used only for detour at structure. See explanation for bid item No. 17 above.				
19.	1" - 0 Aggregate Base	Ton	16,400	19,578.88	+19.4
	Overrun due to use of this material for bedding storm sewer pipe, and it appears that original estimate did not include material for street connections and approaches.				
20.	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	4,800	5,103.653	+6.3
21.	Asphalt Cement in Mixture	Ton	315	260.979	-17.2
	Underrun due to lower percentage of asphalt cement in Construction's mix design than originally estimated.				
22.	Asphalt in Tack Coat	Ton	6	0.688	-88.5
	Less material used in tack coat due to nature of mix and scheduling of paving operation.				
23.	12-Inch Culvert Pipe	Lin. Ft.	210	308	+46.7
	Necessary to install 12-Inch culvert pipe at locations not originally included in plans, and use of culvert pipe in lieu of sewer pipe, as per request and approval of Wasco County and City of Dufur.				
24.	18-Inch Culvert Pipe	Lin. Ft.	254	304	+19.7
	Overrun due to replacement of existing inadequate 12-inch culvert under 5th St. on north side of Court St., which was not included in original plans.				
25.	24-Inch Culvert Pipe	Lin. Ft.	4	4	0.0
26.	36-Inch Culvert Pipe	Lin. Ft.	20	56	+180.0
	It was necessary to change alignment of existing culvert, originally planned to be extended. When it was removed only 8 ft. was suitable for reinstallation, thus requiring additional new pipe to complete installation.				
27.	8-Inch Sewer Pipe	Lin. Ft.	424	404	-4.7
28.	12-Inch Sewer Pipe	Lin. Ft.	580	515	-11.2
	Underrun due to revision of drainage system right of Station 32 and use of culvert pipe in lieu of sewer pipe.				
29.	15-Inch Sewer Pipe	Lin. Ft.	235	230	-2.1
30.	18-Inch Sewer Pipe	Lin. Ft.	730	719	-1.5

Statement of Overruns and Underruns
Dufur Section - Contract No. 8596

	ITEM	UNIT	CONTRACT QUANTITY	CONTRACT QUANTITY	PERCENT + or -
31.	21-Inch Sewer Pipe	Lin. Ft.	125	107	-14.4
	Underrun due to adjustment of manhole left of Station 49+50 to clear sidewalk, which decreased length of sewer pipe from manhole.				
32.	24-Inch Sewer Pipe	Lin. Ft.	915	947	+3.5
33.	30-Inch Sewer Pipe	Lin. Ft.	228	238	+4.4
34.	24-Inch Arch Type Pipe	Lin. Ft.	56	52	-7.1
35.	Concrete Manholes	Each	10	11	+10.0
36.	Concrete Inlets, Type C-1	Each	19	19	0.0
37.	Concrete Inlets, Type C-2	Each	4	4	0.0
38.	Concrete Inlets, Type CG-1	Each	1	1	0.0
39.	Special M-E Inlets	Each	3	3	0.0
40.	Guard Rail, Type 3	Lin. Ft.	50	50	0.0
41.	Guard Rail Anchors, Type 1	Each	2	2	0.0
42.	Guard Rail End Pieces, Type 1	Each	2	2	0.0
43.	Concrete Walks	Sq. Yd.	2,145	1,917.30	-10.6
	Several driveways were commercial driveways and were made wider than originally estimated, and additional driveways were constructed, thereby reducing sidewalk area.				
44.	Concrete Driveways	Sq. Yd.	135	364.4	+169.97
	Additional driveways were constructed and some of existing driveways were widened as requested and approved by Wasco County and City of Dufur.				
45.	Concrete Curbs	Cu. Yds.	127	120.0	-5.5
46.	Extra for Asphalt Approaches	Each	44	47	+6.8
47.	Loose Riprap, Class 700	Cu. Yd.	800	878.1	+9.8
48.	Filter Blanket	Cu. Yd.	100	0	-100.0
	Natural gravels and material from streambed incorporated into creek bank. Gradation was such that it would function same as specified filter blanket, thus work under this item was eliminated.				

Statement of Overruns and Unde uns
Dufur Section - Contract No. 8596

	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
49.	Adjusting Manholes	Each	15	15	0.0
50.	Bridge Removal	Lump Sum	100%	100%	0.0
51.	Shoring, Cribbing, Etc.	Lump Sum	100%	100%	0.0
52.	Structural Excavation	Cu. Yd.	170	225.76	+32.8
	More Standard Excavation was required to obtain planned grade than originally estimated - partially due to siltation in creekbed.				
53.	Structural Excavation, Below Elevation Shown	Cu. Yd.	20	44.21	+121.1
	Overrun is due to lowering of footings on Bent 1 by 1.1 foot and on Bent 2 by 2.2 feet; and to an engineering staking error which resulted in right end of Bent 2 being excavated 5 feet too far.				
54.	Structural Concrete, Class 3300	Lump Sum	100%	100%	0.0
55.	60'/65' Prestressed Slabs	Each	12	12	0.0
56.	Reinforcement	Lump Sum	100%	100%	0.0
57.	Three Tube Metal Railing	Lin. Ft.	128	131.0	+2.3

PRICE AGREEMENT NO.	ITEM	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Salvage and Relay				
	36-Inch Culvert Pipe	Lin. Ft.	44	8	-81.8
	All of existing pipe was not in good enough condition for salvage reuse as originally planned, thus necessary to install additional new pipe.				
2.	Contractor to Provide Weighman		DOCUMENTARY ONLY		
3.	Delete Time Lock on A. C. Plant	Ton	4,800	0	-100.0
	Time lock was installed on A. C. Plant prior to work on this project.				

Statement of Overruns and Underruns
Dufur Section - Contract No. 8796

EXTRA WORK ORDER NO.	ITEM	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Remove and Reinstall Existing Sign	$ 200.00	42.20	-78.9
	Less time was required to remove, store and re-install this sign than originally estimated.			
2.	Adjust 10-Inch Water Line	2000.00	4521.03	+126.1
	More time and higher cost of materials than originally planned resulted in higher costs. Also additional cost in anchoring pipe which wasn't anticipated.			
3.	Relocate 10-Inch Water Line and Adjust Valve Boxes	2000.00	3842.23	+92.1
	Estimated amount was insufficient for all of work involved.			
4.	Seeding and Mulching	500.00	786.07	+57.2
	More area seeded and mulched than originally estimated.			
5.	Permanent Signing	4000.00	3708.74	-7.3
6.	Remove Existing Footing	1500.00	2058.22	+37.2

COUNTY FORCE ORDER	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1. Permanent Striping by Wasco County Forces	Dollar	750.00	582.44	-22.3

Original estimate apparently overestimated.

ITEM DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
Contingencies	Dollar	$ 23,513.99		
Engineering	Dollar	$ 47,027.97	$ 72,623.39	+54.4

To avoid contract letting delay, much of redesign and location work was done on construction. Contractor began work in Fall of 1977 and performed minimal but continuous work during Winter and early Spring requiring personnel on project.

H. Reid Merritt

8596 FILE: CON 5

FORM 01.736.2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dufur Section		WEEK ENDING: January 20, 1979
		SECTION PREFIX: 533-1019
HIGHWAY: FAS B409		COUNTY: Wasco
NAME OF JOB: Dufur Section	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Jarl Construction, Inc.	CONTRACT NUMBER: 8596	FEDERAL AID PROJECT NUMBER: RS-B409(1)
DATE OF CONTRACT: September 2, 1977	DATE WORK STARTED: September 19, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	b) Specified Calendar Work Days 250	Calendar Work Days Used 249
	SPECIFIED COMPLETION DATE: a) November 30, 1977	PERCENT OF TIME ELAPSED: a) 130% b) 99%
PROJECT AUTHORIZATION: $593,074.96		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $546,046.99	ENGINEERING AUTHORIZATION: $47,027.97	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $546,493.81	ENGINEERING COST TO DATE: $72,623.39	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.1 %	PERCENT OF AUTHORIZATION 154 %	DATE PROJECT WAS COMPLETED: August 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.11	1.11			1.11
MILES PARTIALLY COMPLETED	1.11	1.11			1.11
MILES COMPLETED	1.11	1.11			1.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,406 CY	16,400 T			4,800 T
TOTAL QUANTITIES CORRECTED TO DATE	10,618.580 CY	19,578.880 T			5,103.653 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,618.580 CY	19,578.880 T			5,103.653 T
AVERAGE DAILY QUANTITIES	260 CY	245 T			737 T
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 T			0 T
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1069A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Cloudy - Cold	0		
MONDAY 15	Clear - Cold	0		
TUESDAY 16	Cloudy - Cold	0		
WEDNESDAY 17	Cloudy - Cold	0		
THURSDAY 18	Cloudy - Cold	0		
FRIDAY 19	Cloudy * Cold	0		
SATURDAY 20	-----	0		

Routing

Keasey
Bond
Jeckmond
Hopkins
Johnson
Inloes

RECEIVED
JAN 22 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Schauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity anticipated

REMARKS

No activity on project this week. Project has been completed.

Semi - Final Estimate has been submitted to Region office on Wednesday of this week.

Mr. Dale Allen & Mr. Bob Pool was in office on Thursday of this week.

SIGNED W. Reid Meritt LOCATION The Dalles, Oregon
W. Reid Meritt Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218 Const. (3) ✓ Region Resident

8596 ○ ○ Dufur ○

Form 81-784-5030

PROJECT MANAGEMENT

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

January 5, 1979

FILE: 333-1932

File: FM FA LG GP

FROM: John R. Hagedorn
Region Federal Aid Engineer

TO: H. Reynoldson
Project Management

SUBJECT: Transmittal of Location Data
City Streets, Various
City of Dufur
Prefix 333-1932, SOSR Project

Submitted herewith the following location data for the subject project:

Six Federal Aid sheets (mylar), Plans
Three sheets of cross-sections
One Project Narrative
One letter of transmittal from Tenneson Engineering
Two copies of the Engineer's estimate
One set of project Special Provisions
One folder of field notes.
One folder of volume computations

Note: The original notes on file with Tenneson Engr. Co. The Dalles,OR.

Region has perused the data and desire the following changes be made:

Sht. 2 - Typical Sections
The 1 1/2" lips on the curb cuts and sidewalk ramps should be eliminated as per our latest Std. Dwg. - The City has no objection.

Sht. 3 & 4. Plan Profile
The profiles do not show the subgrade. I have noticed some of our final plans that also do not show the subgrade, so perhaps the lack of same is no problem.

Sht. 4 Storm Sewer Notation
The notation in regard to the storm sewer should be changed to "See sht. 3".

Special Provisions

Secs. 203 & 304:
Modify std. specs so that the visual observance of "no deflection noted under the compaction equipment" can be used.

Sec. 403:
Modify specs to allow the use of commercial mix, with sound, durable aggregates and a minimum asphalt content. - There is only 670-1050 tons of AC to be placed.

Any questions regarding these proposed changes, please contace either Bob Pool or John Hagedorn.

JH:pw
Enclosures

To Chronology 01-11-79

ENGINEERING REPORTS BUILDING DESIGN LAND SURVEYS

CONSULTING
Engineers

TENNESON ENGINEERING CORPORATION

PHONE (503) 296-9177
409 LINCOLN STREET
THE DALLES, ORE. 97058

December 7, 1978

Oregon State Highway Division
3313 N. E. Frontage Road
The Dalles, Oregon 97058

To Wakeley 1/11/79

Attention: J. S. Sawyer, Resident Engineer

Reference: City of Dufur Off-Street Project
Federal Aid Project No. SOS-3301 (1)
Prefix No. 333-1932

Gentlemen:

Enclosed for your review and approval are original mylar plans and copies of the Bid Schedule, Engineer's Cost Estimate, cross sections, and Special Provisions of the specifications for construction of 4th Street from Heisler to Court, and Heisler Street from 2nd to 4th in the City of Dufur. We understand the State Highway Department will review these, then prepare the remaining portions of the final contract documents.

Due to the limited amount of funds available for this project, we recommend the bids be broken into two parts: (1) 4th Street from Heisler to Court, and (2) Heisler Street from 2nd to 4th, with Heisler Street being a Deductive Alternate if all the work cannot be performed within the budgeted amount. We also recommend that items under temporary direction and protection of traffic, temporary signs, temporary barriers, and flagmen would be bid under the original bid but would not be used if not required during field construction. We feel that because 4th Street and Heisler Streets are off-streets, traffic can be directed onto other streets, with use of 4th and Heisler restricted to use by residents on those streets. Therefore, quantities specified under these items may not be required and would be paid for only if requested by the Engineer and then only for the amount actually used. There could be a considerable savings by not using these items unless absolutely necessary for safety of the people and property.

To Contract 1-11-79

If you have any questions on these plans and specifications, please contact us immediately so we can make corrections or supply additional information as needed. The City is hoping this project can be started early in the Spring of 1979.

Sincerely yours,

TENNESON ENGINEERING CORPORATION

Donald J. Ronde, Project Engineer

DJB:jm
Enclosures as noted
cc: City of Dufur

1596

October 11, 1978

Jarl Construction, Inc.
Post Office Box 691
The Dalles, OR 97058

Gentlemen:

Time Extension
Dufur Section, Wasco County
Contract No. 8596, FAP No. RS-B409(1)

Careful consideration and review has been given your request for time extension on Contract No. 8596, Dufur Section. A one-day extension of time is hereby granted for Phase (a) of the project as a result of a staking error. Consideration was given to channel excavation work, extra abutment removal and delayed slab setting, but were not seen as work outside the contract or beyond the control of the contractor. It should be noted that a greater effort in pursuing the excavation work in the early stages of the project would have allowed for a more timely completion of Phase (a) work.

There remains 22 days of liquidated damages under Phase (a).

Any questions concerning this time extension should be directed to the Resident or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:jh
cc: Federal Highway Administration
C. T. Keasey
Robert Church
Gale Allen
W. R. Meritt
Richard Hacek

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8596

Salem, Oregon
October 10, 1978

STATE HWY ENGR
OCT 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Dufur Section
Wasco County
Contract No. 8596

Jarl Construction, Inc., contractor on the subject project, requests a 34-day increase in the allowable time in which to complete Phase (a) of the project. Delays as a result of channel excavation work, additional structural removal work, staking error and inability to set slabs due to high water are the basis for his request. Pertinent dates are:

Time began	9-15-77
Phase (a) specified completion	11-30-77
Phase (a) actual completion	12-23-77
Additional time required	23 days

Under Phase (a) all work required to have the new bridge opened to traffic and have the detour removed was to be completed within the specified time. The detour was constructed by the contractor and the structure work was subcontracted.

Because of the skew of the new structure, channel excavation was required in the area of Bent 2. This was apparent on the plan drawings which showed the relationship of the new structure to the existing structure. Channel change excavation was a part of the contract work. The subcontractor performed channel excavation concurrently with structure excavation. Channel change excavation was not included in their subcontract. Although the subcontractor may be entitled to additional compensation from the contractor for additional work, this is not grounds for an extension of time.

The subcontractor claims there was an additional abutment which required removal. An old abutment was located behind the existing Bent 3 abutment and contained within the wingwalls. This abutment was within the required bridge removal and channel excavation work. Contract special provisions state, "Plans of the existing structures are available for viewing ....". These plans show old abutments behind each of the end bents of the existing structure. No additional time should be allowed for this work.

An error on a reference stake resulted in excavation of the Bent 2 footing 5 feet too far right. The error was discovered at the time reinforcing steel was being placed in the footing. Corrective work

was performed and concrete was able to be placed in the footing the following day. It is recommended that one day be granted.

The contractor anticipated setting slabs November 21 and 23. A desired seven day cure on the abutment wall would have made November 23 the earliest date which slabs could be set. The subcontractor's Superintendent indicated he had channel cleanup work to do prior to slab setting, hence delaying the setting of slabs at that time. Flooding occurred between November 25 and December 3. This prohibited any channel cleaning and subsequent slab setting. High water or flooding would not be uncommon at this time of year and according to specifications "reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time."

The 270 cubic yards of structure excavation required three weeks to remove. This time is considered excessive for the amount of work. Had the contractor pursued the excavation work, he could have expedited his construction schedule. This would have allowed channel cleaning to be done prior to the flooding and allowed completion of the structure with the allowable time. Since these delays were a result of the contractor's operations and performance of work, no additional time is recommended for channel excavation, structural excavation or setting slabs.

In summary, it is recommended that one day be granted due to the staking error. As this delay is a result of an engineering error, this will be a non-participating day.

There will remain 22 days liquidated damages under Phase (a). Phase (b) was completed within the allowable contract time.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: Dale Allen
W. R. Meritt
FHWA

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date August 11, , 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11/30/77 days to 34 days, within which to complete our Contract No. 8596 (a), without the assessment of liquidated damages. The said contract is described as follows:

DUFUR SECTION - FAS B409 - Grade, Pave & Structure

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached letter from Ross Bros. Construction, Inc., subcontractor for the portion of work which was to have been completed by November 30, 1977.

Respectfully submitted,

JARL CONSTRUCTION, INC.
Contractor

By R. Vern Jarl

CONSENT OF SURETY

Date SEPTEMBER 12, , 19 78

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. C. Peters
Attorney-in-fact

M. C. Peters (SEAL)

NO LONGER REQUIRED
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8596 Contractor Jarl Construction, Inc.

Highway FAS 8409

Section Dufur

Kind of Work Grade, Pave & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

A one-day extension is hereby granted due to a staking error.

Recommended for Approval:

Robert D. Pool
Region Engineer

O. B. Jackmond
For Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SAFECO

POWER OF ATTORNEY

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA
HOME OFFICE: SAFECO PLAZA
SEATTLE, WASHINGTON 98185

No. 3118

KNOW ALL MEN BY THESE PRESENTS:

That **SAFECO Insurance Company of America, General Insurance Company of America** and **First National Insurance Company of America,** each a Washington corporation, does each hereby appoint

----------M. C. PETERS----------

its true and lawful attorney(s)-in-fact, with full authority to execute on its behalf fidelity and surety bonds or undertakings and other documents of a similar character issued in the course of its business, and to bind the respective company thereby.

IN WITNESS WHEREOF, SAFECO Insurance Company of America, General Insurance Company of America and **First National Insurance Company of America** have each executed and attested these presents

this 17th day of May, 19 76.

W. D. HAMMERSLA, SECRETARY

GORDON H. SWEANY, PRESIDENT

CERTIFICATE

Extract from Article VI, Section 12, of the By-Laws of **SAFECO Insurance Company of America,** of **General Insurance Company of America** and of **First National Insurance Company of America:**

"Article VI, Section 12.— FIDELITY AND SURETY BONDS . . . the President, any Vice President, and the Secretary shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business . . . On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of **SAFECO Insurance Company of America,** of **General Insurance Company of America** and of **First National Insurance Company of America** adopted July 28, 1970:

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,
(i) The provisions of Article VI, Section 12 of the By-Laws, and
(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and
(iii) Certifying that said power-of-attorney appointment is in full force and effect,
the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

I, Wm. Hammersla, Vice President and Secretary of **SAFECO Insurance Company of America,** of **General Insurance Company of America** and of **First National Insurance Company of America,** do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of these corporations, and of a Power-of-Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power-of-Attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of each corporation

this 12th day of SEPTEMBER, 19 78.

SAFECO INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1953 STATE OF WASHINGTON

GENERAL INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1923 State of Washington

FIRST NATIONAL INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1928 STATE OF WASHINGTON

W D HAMMERSLA, SECRETARY

8.7

RE.	ARE	RDE		

APR 11 1978

FILE

RECEIVED

APR 07 1973

JARL CONSTRUCTION, INC.

Jarl Construction
P. O. Box 691
The Dalles, Oregon 97058

Re: Dufur Section
O S H D Contract 8596

Gentlemen:

Detailed below is our break down for time extension claim on subject project:

1. Channel Excavation: This was not in our original contract. Therefore, no time was alloted for this in our schedule. The delay causing us to excavate, bring in our dump truck and haul away excess material is approximately 10 calendar days.

2. Extra Abutment: The extra time involved with this includes the extra effort to dig around and clean the abutment plus the actual breakage and the removing from site. For the process listed above we are claiming 5 calendar days.

3. Footing Staked incorrectly: There was time involved in excavating the footing in the first area. This happened to be in the deepest cut of rock. The time involved breaking the rock, excavating and hauling. After the mistake was discovered, there was extra time involved adjusting the already placed reinforcing steel, breaking, excavating and hauling the rock which had to be removed in order to slide the footing to proper position. The total time involved in the excavation work and rebar handling is 6 calendar days.

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303

393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

RECEIVED
APR 07 1978
JARL CONSTRUCTION, INC.

4. Delayed Slab setting: In our original schedule we wanted to set slabs on Monday and Wednesday November 21 and 23rd before Thanksgiving. Because of the hauling situation we had to set on alternate days. We felt the abutment walls ~~was~~ were set sufficiently for the dead load of the slabs. However, the Resident preferred to wait several days. Then we scheduled our setting beginning Monday of the next week. Over Thanksgiving week end it snowed over a foot of snow which caused flooding and unworkable conditions. This further dalayed our setting which was ultimately completed on Tuesday, December 6 for a total delay of 13 calendar days.

We would appreciate your consideration given to these claims and submitting of same to the Oregon State Highway Division for approval.

Thank you very much.

Very truly yours,

ROSS BROS. CONSTRUCTION, INC.

R. K. Ross Sr.

RK/ms

April 5, 1978

85.96

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-23		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
MODIFICATION NUMBER 1	10-3-78	Project Number RS-B409 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 591,372.00	$ 629,512.00
Federal funds	$ 507,396.00	$ 540,120.00
Other revisions		

This modification is made for the following reasons:

Increase in construction bid item costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October , 19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Tunstall

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 893-813

Gen. File

Oregon State Highway Division
Salem, Oregon September 27, 1978

Federal Aid Project
No. RS-B409 (1)

Dufur Section
B409 County Road
Wasco County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+00 to Sta. 69+31.89)

Subtotal of Previous Estimate of October 12, 1977			$437,433.00

Previous Estimate

General Excavation	9,906 cu. yd.	4.00	$ 39,624.00
Channel Change Excavation	500 cu. yd.	5.00	2,500.00
Trench Excavation	1,669 cu. yd.	5.00	8,345.00
Watering	350 M-Gal.	5.00	1,750.00
1"-0 Aggregate Base	16,400 ton	4.00	65,600.00
Class "B" or "C" Asphalt Conc. Mix	4,800 ton	15.00	72,000.00
12" Culvert Pipe	210 line ft.	12.00	2,520.00
Concrete Driveways	135 sq. yd.	10.00	1,350.00
			$193,689.00

Revised Estimate

General Excavation	10,590 cu. yd	4.00	$ 42,320.00
Channel Change Excavation	750 cu. yd.	5.00	3,750.00
Trench Excavation	1,947.22 cu. yd.	5.00	9,736.10
Watering	565.5 M-Gal.	5.00	2,827.50
1"-0 Aggregate Base	19,457.695 ton	4.00	77,830.78
Class "B" or "C" Asphalt Conc. Mix	5,103.653 ton	15.00	76,554.80
12" Culvert Pipe	308 Lin. Ft.	12.00	3,696.00
Concrete Driveways	364.4 sq. yd.	10.00	3,644.00
			$220,359.18
		Difference	26,670.18
		Subtotal	$464,103.18
		Engineering	69,614.82
		TOTAL	$533,718.00

Length of Roadway ---------- 1.095 miles
Length of Structure ---------- 0.012 miles
Length of Project 1.107 miles

Cost of Roadway per mile ---------- $477,031.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$533,718.00	$457,929.00	$37,894.50	$37,894.50
Structure	95,794.00	82,191.00	6,801.50	6,801.50
TOTAL	$629,512.00	$540,120.00	$44,696.00	$44,696.00

Group 1 - 100%
Contract No.: 8596
Prefix: 533-1019

8596

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
10-29	FEDERAL-AID PROJECT AGREEMENT	County
	10-17-77	Wasco
		Project No.
		RS-8409 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Dufur

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	1.107
OTHER *(Specify)*		

FUNDS Pro-rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 591,372	$ 507,396.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E H Hunter

Technical Services Engineer
(Title)

By H S Quelch

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, October 12, 1977

Federal-aid Project
No. RS-B409(1)

DUFUR SECTION
B409 COUNTY ROAD
WASCO COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+00 to Sta. 69+31.89)

Mobilization	All Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	513 sq.ft.	5.00	2,565.00
Temporary Barricades	14 only	100.00	1,400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 lin.ft.	10.00	500.00
Temporary Plastic Safety Markers	2 only	75.00	150.00
Temporary Reflective Pavement Markers	25 only	10.00	250.00
Flagmen	720 hour	15.00	10,800.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		8,000.00
General Excavation	9,906 cu.yd.	4.00	39,624.00
Channel Change Excavation	500 cu.yd.	5.00	2,500.00
Toe Trench Excavation	180 cu.yd.	5.00	900.00
Granular Embankment	1,500 cu.yd.	6.00	9,000.00
Trench Excavation	1,669 cu.yd.	5.00	8,345.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	350 M-gal.	5.00	1,750.00
Emulsified Asphalt in Watering	12,000 gal.	0.50	6,000.00
1" - 0 Aggregate Base	16,400 ton	4.00	65,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,800 ton	15.00	72,000.00
Asphalt Cement in Mixture	315 ton	80.00	25,200.00
Asphalt in Tack Coat	6 ton	150.00	900.00
12-inch Culvert Pipe	210 lin.ft.	12.00	2,520.00
18-inch Culvert Pipe	254 lin.ft.	16.00	4,064.00
24-inch Culvert Pipe	4 lin.ft.	30.00	120.00
36-inch Culvert Pipe	20 lin.ft.	30.00	600.00
8-inch Sewer Pipe	424 lin.ft.	5.00	2,120.00
12-inch Sewer Pipe	580 lin.ft.	8.00	4,640.00
15-inch Sewer Pipe	235 lin.ft.	10.00	2,350.00
18-inch Sewer Pipe	730 lin.ft.	12.00	8,760.00

21-inch Sewer Pipe	125 Lin. Ft.	$ 13.00	$ 1,625.00
24-inch Sewer Pipe	915 Lin. Ft.	15.00	13,725.00
30-inch Sewer Pipe	288 Lin. Ft.	30.00	6,840.00
24-inch Arch Type Pipe	56 Lin. Ft.	15.00	840.00
Concrete Manholes	10 Only	700.00	7,000.00
Concrete Inlets, Type G-1	19 Only	310.00	5,890.00
Concrete Inlets, Type G-2	4 Only	350.00	1,400.00
Concrete Inlets, Type CG-1	1 Only	400.00	400.00
Special M-E Inlets	3 Only	900.00	2,700.00
Guard Rail, Type 3	50 Lin. Ft.	20.00	1,000.00
Guard Rail Anchors, Type 1	2 Only	300.00	600.00
Rail End Pieces, Type C	2 Only	150.00	300.00
Concrete Walks	2,145 Sq. Yd.	9.00	19,305.00
Concrete Driveways	135 Sq. Yd.	10.00	1,350.00
Concrete Curbs	127 Cu. Yd.	100.00	12,700.00
Extra for Asphalt Approaches	44 Only	100.00	4,400.00
Loose Riprap, Class 700	800 Cu. Yd.	12.00	9,600.00
Filter Blanket	100 Cu. Yd.	5.00	500.00
Adjusting Manholes	15 Only	80.00	1,200.00
			$429,033.00

Anticipated Items			
Permanent Signing (E.W.)	All Required		$ 4,000.00
Permanent Pavement Striping (S.F.)	All Required		500.00
Remove and Reinstall Existing Museum Sign	All Required		200.00
Relocate 10-inch Pipe (E.W.)	All Required		500.00
Adjust 10-inch Waterline (E.W.)	All Required		2,000.00
Seeding & Mulching (E.W.)	All Required		400.00
On-the-Job Trainee (1 @ $800)	All Required		800.00
			$ 8,400.00
	Subtotal		$437,433.00
	Engineering		58,145.00
	TOTAL		$495,578.00

Type Code X080			
Structure (Sta. 51+63 to Sta. 52+28)			
Bridge Removal Work	All Required		$ 10,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structure Excavation	170 Cu. Yd.	$ 20.00	3,400.00

Structure Excavation Below Elevations Shown	20 cu.yd.	$ 30.00	$ 600.00
Structural Concrete, Class 3300 (95 cu.yd.)	All Required		15,000.00
60'/65' Prestressed Slabs	12 only	3,000.00	36,000.00
Reinforcement (11,400 lb.)	All Required		5,000.00
Three Tube Metal Railing	128 lin.ft.	50.00	6,400.00
	Subtotal		$ 84,400.00
	Engineering		11,394.00
	Total		$ 95,794.00

Length of Roadway - - - - - 1.095 Miles
Length of Structure - - - - 0.012 Mile
Length of Project - - - - - - 1.107 Miles

Cost of Roadway Per Mile- - $452,582.64

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$495,578.00	$425,205.00	$35,186.50	$35,186.50
Structure	95,794.00	82,191.00	6,801.50	6,801.50
Totals	$591,372.00	$507,396.00	$41,988.00	$41,988.00

Group 1 - 100%

Contract No. 8596

Prefix: 533-1019

8596

Form E-20 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dufur By-Pass Date April 18, 1978, 19.....

Highway FAS-C B607 Authorization No. 2

County Wasco Survey Prefix 533-1926 (Assigned by Salem office)

Description of termini, route, length, etc.:

Length: 2.0 miles.

Purpose of survey: Prepare Plans & Spec's for Grading, Paving & Structure proj.

Estimate of cost:

Field	901	11,900	
Final Design	905	11,050	
Structural Design	906	4,050	
Soils	910	3,200	
Traffic	911	400	
Utility	914	800	
Hydraulics	918	1,750	
Proj. Mgt.	920	100	
Specifications	921	1,750	
Environmental	923	300	RS-607(1)
Planning	924	100	1/26/76
Found. Expl.	926	1,800	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$37,200
Previous authorization	24,850
Additional authorization requested	12,350
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

..... — Regional Engineer

Recommended for Approval:

..... — Location Engineer

Approved:

E.J. Hunter
Tech. Serv. Mgr. — Assistant State Highway Engineer

SP*23604-734

8596

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 11, 1977

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

NOTED
E. S. HUNTER

Dear Mr. Newgard:

This is the quarterly report concerning projects covered by the Department of the Army permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P. L. 92-500).

Contracts were awarded in the quarter ending on September 30, 1977 for the following projects that fall within the scope of the general permit:

Rock Creek Bridge in Yamhill County
Circle Bar (UPPR) Crane Creek Bridge in Harney County
Lookingglass Creek (Palmer Jct.) Bridge in Union County
Dufur Section (Fifteenmile Creek Bridge) in Wasco County

Very truly yours,

Frank E. Terpin
Location Engineer

DEK:mc

bc H. S. Coulter
E. S. Hunter
D. E. Keyes

RECEIVED
TECHNICAL SERVICES
OCT 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81 734 3122

8596

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wasco County Court
Courthouse
The Dalles, OR 97058
Attention of Mr. Rex Kniestedt
County Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1750

Date September 20, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $41,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Dufur Section FAS B 409 Covered by agreement No. 5968.	$31,500.00	
		To be retained		$10,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $41,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
533-1019-297

Submitted by:
~~H.R.~~ Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved:
G. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8596

August 29, 1977

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Mr. Rex Kriestaadt
County Roadmaster

Gentlemen:

On August 25, 1977, a satisfactory bid was received from Jarl Construction Inc., Rt. 3, P.O. Box 691, The Dalles, OR 97058, for the Dufur Section, FAS 9409.

The anticipated construction cost based on their bid is as follows:

Bid Items	$513,433.00
Permanent Signing	4,000.00
Permanent Pavement Striping	500.00
Valve Boxes	1,500.00
Relocate Museum Sign	200.00
Relocate 10 Inch Pipe (E.W.)	500.00
Adjust 10 Inch Water Line (E.W.)	2,000.00
Seeding and Mulching	400.00
4½% Contingencies	23,513.99
9% Engineering	47,027.97
ESTIMATED TOTAL COST	$593,074.96

510,044

County's Advance Deposit:
7% of $593,074.96 = $41,515.25 or $ 41,500.00

Please make your check in the amount of $41,500.00 payable to the Oregon State Highway Division and send it to Mr. John Holcomb, Region 4 Federal Aid Engineer, 63055 N. Highway 97, P.O. Box 1249, Bend, Oregon, 97701, prior to September 16, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

FFW:lml

bc w/att: John Holcomb-Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-319 and submit to Finance Branch.

8-26-77

CON 21-10
Dufur

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-607(1)

STATE PROJECT NO.: See below

COUNTY NAME: Wasco

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-84

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77

REFER TO: Mathews
FOR

Info	Instr	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-11-77	Secondary 942	County Rd

GENERAL LOCATION:

"Dufur Section"

GENERAL DESCRIPTION OF WORK:

Program change and Archeology study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change and archeology study
TEC NTE $280 - F..F. $218

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 8, 1977, letter this will confirm Mr. Kappus' verbal authorization for program change, adding archeology study, and authorization to proceed with the work effective July 11, 1977.

A signed copy of the archeology authorization is attached.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-26-77	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8596

Salem, Oregon
August 15, 1977

N.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8596 8-3-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B409(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70313

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | O/R | Stm | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Secondary B 409	County Road

GENERAL LOCATION:

"Dufur Section"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement and One Structure (Code 6201 and X080 - 1.13 Miles)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. J. B. Boyd dated 7-26-77 that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Swan's August 1, 1977, letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $350,000- Federal Funds $300,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	G K Hoss	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—631-666

8596

OREGON STATE HIGHWAY DIVISION
417 DOT Building
Salem, Oregon 97310

0533

7-28-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-607(1)
Project Name Dufur Section
FAS-B409 (formerly 942)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 27th day of July, 1977

c.c. Cliff Loux
C.T. Keasey
Jim Chilsey

Copy to Adel & Reynolds 7/29/77

County of Wasco

Certified By:

Regional Right-of-Way Supervisor
Date July 28, 1977

County Judge

Commissioner

John Conroy
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8596

FAS942

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/27/77
Harold L Rantz

8-25-77 Bid Letting _____ All Clear Deadline

SECTION Dufour Santa
Highway FAS-8409
County Wapello Region ____
Type of Work G-P-Str. Funds FAS-C
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Identified problems covered by Permits
Write-off Letter	X					
PERMITS:						
Division of State Lands		X			X	Permit applied for
D.O.G.M.I.		X			X	General Permit
Corps of Engineers		X			X	
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8596

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 25, 1977

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Design Engineer,
Structural Section

TO: Mr. Carl Williams
Regional Engineer

SUBJECT:
Fifteen Mile Creek Bridge
Dufur Bypass Section
FAS B-409
Wasco County
Bridge 1069A

Enclosed are two reduced prints of drawings 32834 and 32835, which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure. The estimated cost, including an allowance for engineering and contingencies, is $101,000.

We plan to call for bids on this section on August 25.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon as soon as possible.

OMP:dh
Enclosures

cc Rex Kniesteadt, Wasco Co. /w/ 2 sets
H. A. Schell /w/ 2 sets plus 2 copies of Foundation Recommendation
Specs Unit /2/ 1 set plus estimate sheet (unchecked) and designers' notes. (hand delivered)
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Road Design /w/ 1 set
Reid Meritt /w/ 1 set

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUL 26 1977
File: PM FA
TAA _____ LG OP

NOTED

8596

REYNOLDSON

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 21, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70313
Project No. RS-B409(1)
Dufur Section
Wasco County

Attached is support data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

It is the Oregon State Highway Division's intention to receive bids for this project on August 25, 1977.

JLG:dmc
Attachments
cc: C. M. Williams, Region 4

Recorded

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

July 21, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd., Dufur 65	ADT	PRESENT 650 DHV 80	FUTURE 1,000 (66)(70)	YEAR 97 (71)(72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr, Dr, H.T. Pave, 1-Br 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (S) 14 RS - 22	NUMBER 7 B409	
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Wasco		CODE 065 (14)		
	NAME OF URBAN AREA 17-31 ---						ROUTE NO. S	FEDERAL-AID B409* (32)	STATE Co. Rd. (36)(37)	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(14-15)	(16)	41	42	43 46	53		(54)(59)	(60)	(67)		
5					PE							
5					ROW							
5					CONST (CODE) 6201 X080		"Dufur Section"	1.13	350,000	300,000	25,000	25,000
								1.13	350,000	300,000	25,000	25,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	JLG	

PROGRAM APPROVAL DATES 10-4-76

REMARKS Additional Data: Item No. 8
Project No

*Old FAS 942; Project No. 607

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

July 21, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Dufur	ADT	650 DHV 80	1,000	97	10	Oregon	41	075	70313

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
T. Pave, 1-Br								RS -	B409	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
ondary	Wasco	065	1 OR 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
--	S	B409*	Co. Rd.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								Adj. utilities as required
ROW								
CONST (CODE) 6201 X080		"Dufur Section"	1.13	350,000	300,000	25,000	25,000	ROW-80' normal; Access Control-none; Parking Restrictions-None
BY JLG		PROJECT TOTALS	1.13	350,000	300,000	25,000	25,000	

APPROVAL DATES 10-4-76

REMARKS Additional Data: Item No. 84; Project No. RS-607(1)

*Old FAS 942; Project No. 607

-Over-

USCOMM DUSCOMM-DC 48805-P61

DUFUR SECTION
PROJECT NO. RS-B409(1)

Existing Facilities:
Roadway---18-foot oil surface with 3-foot shoulders.
Structure---Fifteen Mile Creek Bridge #1069, 72' 8" RCDG, HC 22' 4", 5' walk each side.

Adjacent Sections: 18-foot oil surface with 3-foot shoulders

Project Data: The work consists of (1) grade, drain and high-type pave to widen the existing facility to a variable 36 to 44-foot roadway with partial curbed sections with 5-foot walks adjacent to the curbs; (2) remove existing structure and construct one prestressed slab span bridge (Br.#1069A) 64 feet long with 40-foot horizontal clearance with 5.6-foot nominal walk on downstream side; (3) incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical & Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 4, 1975.

FHPM 4-1-4 Requirements:

a. State Clearinghouse -- Exempt from A-95 review under working agreement.

b. District 9 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of the other public work involved activities of concern to the clearinghouse agencies.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Act (Category 3 Project).
(b) Location/Design--Not a factor in the development project.

Data for PR-37:

Type Code 6201	(Roadway) ----	$249,000
Type Code X080	(Structure) ----	$101,000

NOTE: (1) This project is in Congressional District
(2) Prospective material source is State contr

1)

oil surface with 3-foot shoulders.
n Mile Creek Bridge #1069, 72' 8" RCDG, HC 22' 4",
k each side.

18-foot oil surface with 3-foot shoulders

ork consists of (1) grade, drain and high-type pave to
facility to a variable 36 to 44-foot roadway with
tions with 5-foot walks adjacent to the curbs;
g structure and construct one prestressed slab span
64 feet long with 40-foot horizontal clearance with
alk on downstream side; (3) incidental work common to
ct.

rts, Railroads, Water Developments, Historical &
None involved.

Way: None required.

nts: Nonmajor action project concurred in by FHWA on

nts:

house -- Exempt from A-95 review under working agreement.

aringhouse -- It is our contention that this is a quasi-
e for if it were fully operational or representative of
ve district or both that it would have a signed working
effect. Furthermore, it is our opinion that A-95 re-
necessary as the work involved is such that it will not
ions of the other public work involved activities of
he clearinghouse agencies.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Type Code 6201	(Roadway)	----	$249,000
Type Code X080	(Structure)	----	$101,000

NOTE: (1) This project is in Congressional District No. 2.
(2) Prospective material source is State controlled.

8596

FAS 942

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 19, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: Dufur Section
FAS B409 (942)
Wasco County
Plans-in-Hand Review

The plans-in-hand review of this project was held in the conference room of the State Police and Highway Building in The Dalles.

The items on L. K. Watson's letter of July 7 to Carl Williams were discussed.

There were no objections to the changes as itemized in this letter. In regards to the profile grades of both the roadway and storm sewer lines it was stated that these grades can and should be adjusted under construction if the existing conditions warrant such an adjustment.

The City Council of Dufur meets on July 18th or 19th. They are expected to approve the easement for the detour at this time.

The cost of the project was discussed along with two alternatives which would reduce this cost. Rex Kniesteadt, Wasco County Roadmaster, indicated they wanted to go with the full project as planned.

The following items regarding specifications were discussed:

1. It was felt that $500.00 would be sufficient to include for and anticipated item to relocate the 10" steel pipe to the right of Station 32+.

2. It will not be necessary for the contractor to furnish a field laboratory.

3. Scalping specifications should indicate a minimum size of 1/2" or as directed.

4. The granular embankment for the detour should be 6"-0 material. This material is available from the same area that is set up as the prospective disposal site for this project.

It was the consensus of those present that in those areas where continuous traffic must be maintained that the contractor be limited to grading 500 feet per day full width. The contractor must maintain traffic through his construction operations. He must also place the

aggregate base through the graded area before continuing on with his grading operations.

In those areas which may be closed to traffic the cross streets shall be closed only when the contractor is working on the intersection.

Hangers for the 10" water main should be provided on the down stream side of the bridge over Fifteen Mile Creek.

The matter of separating the asphalt materials from other materials to be removed and stockpiled was discussed. If this is an expensive operations, do not separate these materials. Rex Kniesteadt would like to be advised of the proposed cost. Cost Accounting Section is reviewing these costs.

Using the broken concrete from the project for riprap was discussed. A cover of 6"-0 material could be placed over the concrete. This was discussed with Hydraulics and is not recommended. Velocities would soon remove the 6"-0 material, leaving the exposed concrete slabs.

A tour was made over the project looking at various problem areas. It was felt that the grade in the vicinity of Sta. 22+ should be raised to avoid a rock cut and to help a drainage problem at Sta. 20+. After viewing the drainage problem at Sta. 16+00+, it was felt that a "ME" type inlet would function better than the proposed G-2 inlet.

It was found that 24" culvert under Dufur road at the south end of the project is not located as shown on detail map. The drainage and inlets will be revised to match the existing conditions.

People present:

Lyle Watson, Final Design
Bob Sandmann, Region Construction Engineer
Rex Kniesteadt, Wasco County Roadmaster
Dick Havig, Region Utility Engineer
Reid Meritt, Resident Engineer
Norman Mann, Final Design

NEM:az
cc: R. A. Sandmann
R. Meritt
A. L. Brummitt
Dave Carter
Norman Mann
L. L. Wallace

Verstoeg /
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED
JUL 22 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8596

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 8, 1977

FROM: L. L. WALLACE
L. L. Wallace
Design Engineer,
Structural Section

TO:
Mr. Carl Williams
Regional Engineer

Atten Mr. Dave Fenton
Regional Federal-aid Engineer

SUBJECT:

Fifteen Mile Creek Bridge
Dufur Bypass Section
FAS B-409
Wasco County
Bridge 1069A

Enclosed are four reduced prints of drawings 32834 and 31819, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $101,000.

Please obtain Wasco County's approval and return one set to this office with the County Commissioner's approval stamped thereon.

We plan to call for bids on this section on August 25, 1977.

OMP:dh
Enclosures

cc H. A. Schell /w/ 1 set
Road Design /w/ 1 set
County-City Unit

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Please Review

1 Versteeg
Olson
3 Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
JUL 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8576

FAS B409

Salem, Oregon
July 7, 1977

Lyle K. Watson
Design Engineering Supervisor

Carl Williams
Region 4 Engineer

Dufur Section
FAS B409
Wasco County

A plans-in-hand review is scheduled in the office of Resident Engineer, W. Reid Meritt, in The Dalles on Tuesday, July 12, at 1:00 p.m.

Those who will be attending from the Salem area and need transportation should notify me by Monday noon, July 11, 1977. Departure time will be by 8:30 a.m. on Tuesday and return the same day.

The following changes were made.

1. Revised alignment and grades to eliminate walls.

2. Eliminated Type A curbs and used Type "C".

3. Storm sewer in curb section.

4. Stage construction has been included in the plans. It has been proposed that the contractor be limited to 500'± per day to full grading and aggregate surfacing.

The project is scheduled for August 25 bid opening. The County is to obtain easement for detour. Right-of-way must be cleared by July 29 to advertise August 4.

The total project as designed is $596,000. Funding is a problem. Alternates for lesser costs are:

1. Construct structure and approaches; $150,000.

2. Construct structure and curbed section; $356,000.

Questions from Specifications are:

1. Need amount of money required for relocating 10" steel pipe right Station 32+ as anticipated item.

2. Field laboratory?

3. Scalping specifications?

4. Maximum size requirement for granular embankment to be used for detour.

5. Completion date of November 30, 1977, for constructing detour, remove existing structure over Fifteenmile Creek, construct new structure and remove detour.

All of these items will be discussed during the review.

LKW:jh
cc: C. T. Keasey
F. E. Terpin
Bob Pool
Ted Thompson
Art Brummitt
Fred Yarbrough
Glenn Hossner, FHWA

1 Vorstoog 1
Olson
1 [illegible]
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Swenson
Savage
Trout

RECEIVED
JUL 07 1977
ROAD DESIGN SECTION

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Other

8596

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Typ. Sections, Details, Stage Const. Sections
2B	Temporary Protection & Direction of Traffic
2C	Pipe Data
2D	Signing
2E	Summary & Prospective Material Source
3 & Incl.	Plan & Profiles

7-6-77
~Not Included
~Not Included

STATE OF OR

STATE HIGHWA

PLANS FOR PROPOSE

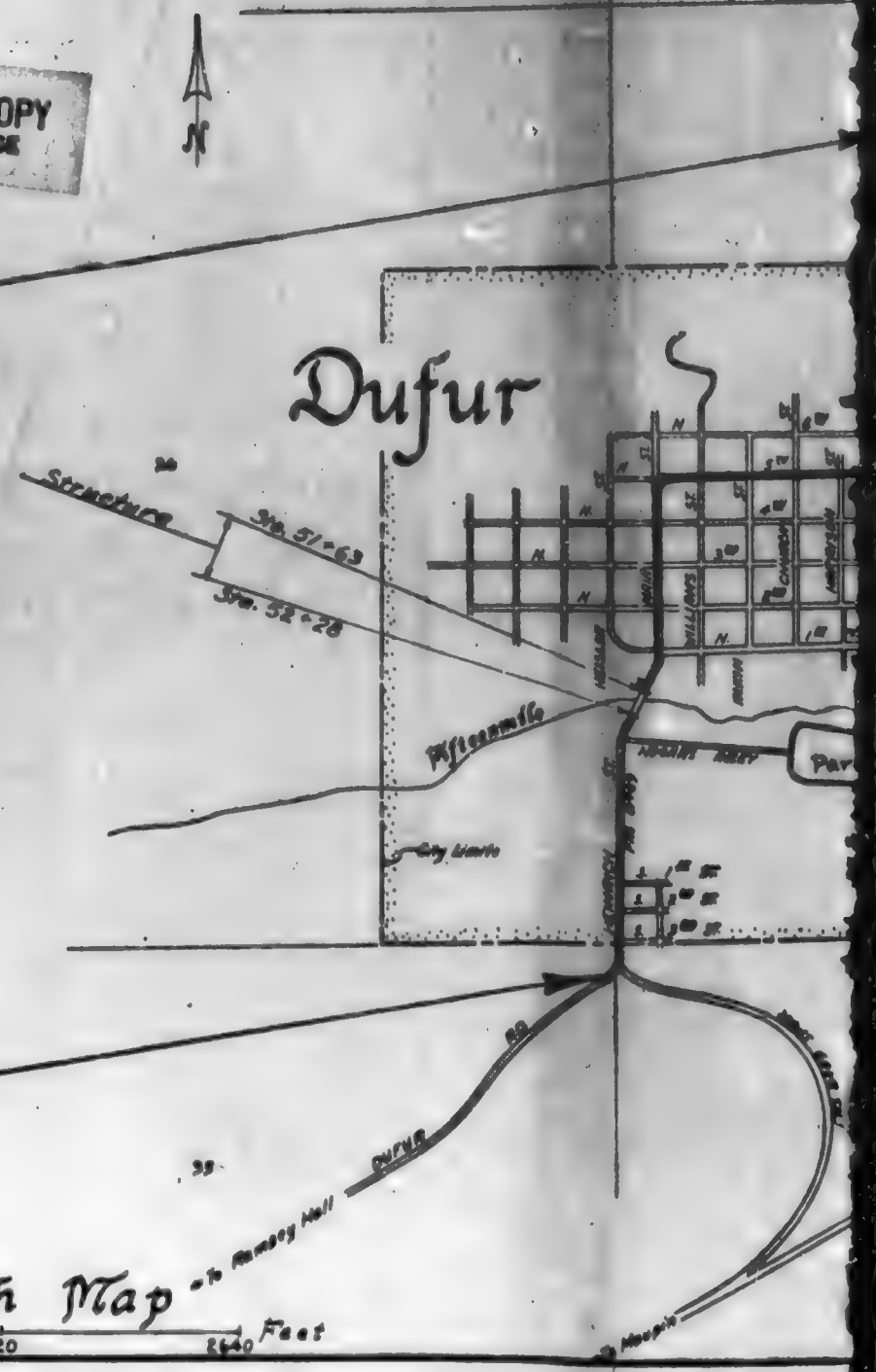
DUFUR S

FAS B4

WASCO COU

PRELIMINARY COPY
SUBJECT TO CHANGE

BEGINNING OF PROJECT
Sta. 10+00



APPROVED July 6 19 77
COUNTY COURT OF ..... COUNTY
BY .....
COUNTY JUDGE
James A. Underhill
COUNTY COMMISSIONER
John Canny
COUNTY COMMISSIONER

END OF PROJECT
Sta. 69+31.89

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

R SECTION

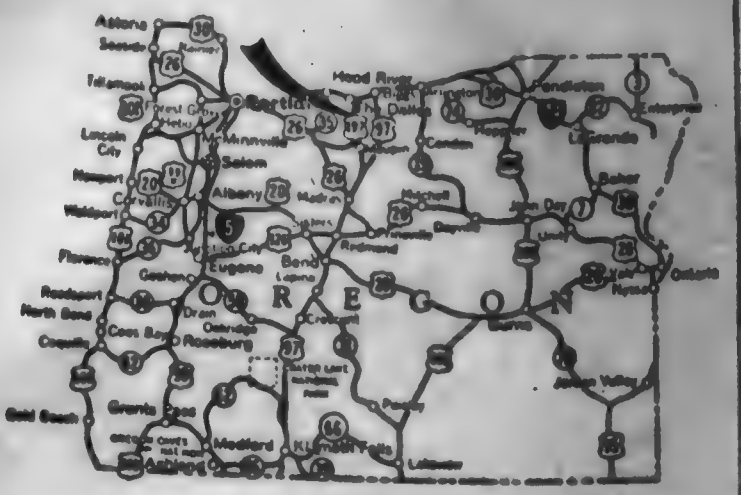
AS B409

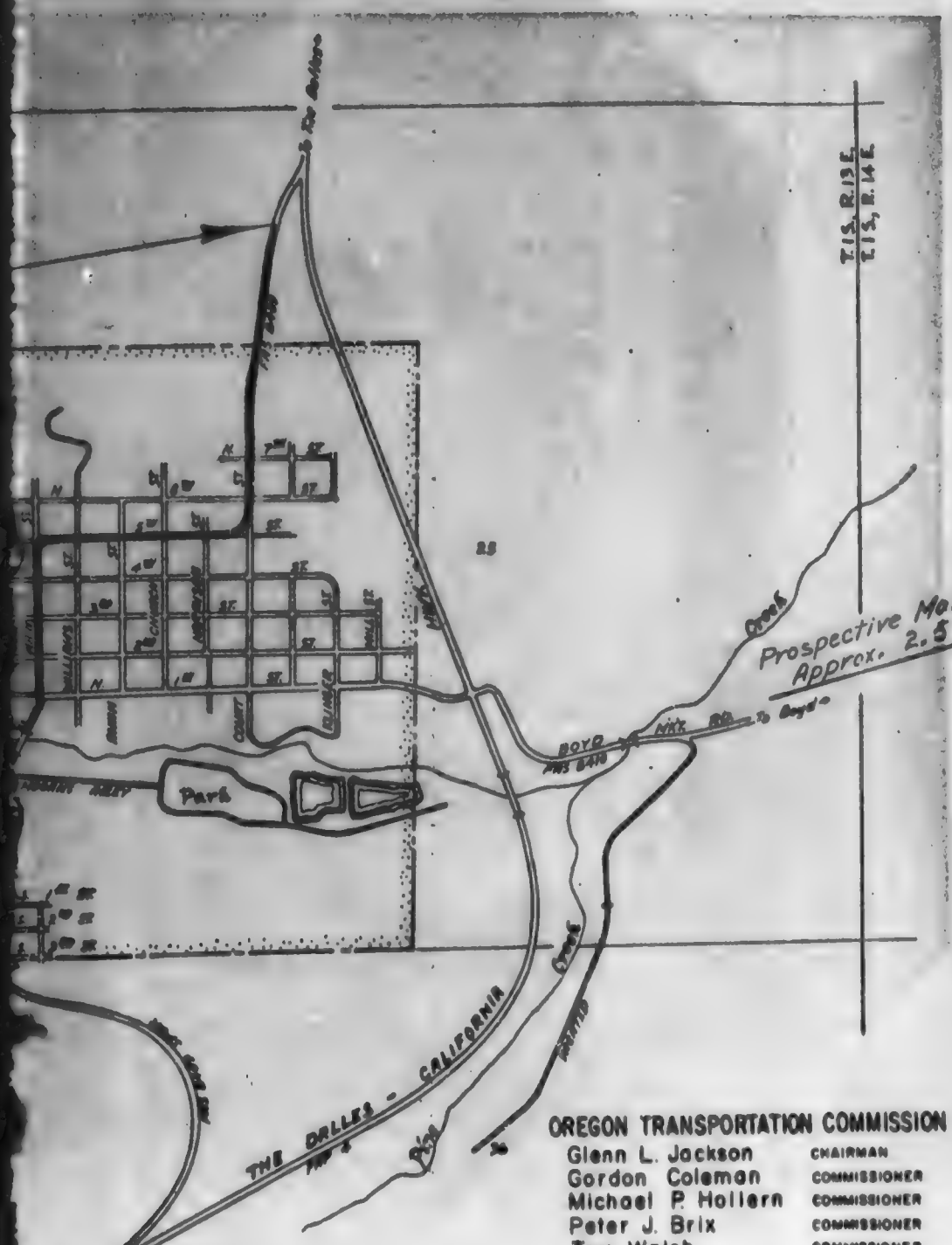
SCO COUNTY

PRELIMINARY COPY
JUN 22 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

DUFUR SECTION FAS B409 WASCO COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C





OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Kiaboe	ASSISTANT DIRECTOR FOR OPERATIONS

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT. 20, 1950 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 23, 1950 — EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8596

FAS B409

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 24, 1977

N.E. Mann

FROM: N. E. Mann
Senior Designer

TO: MEMO TO THE FILES

SUBJECT: Temporary Illumination
Dufur Section
FAS B 409
Wasco County

R. A. Sandmann, Region IV Construction Engineer, was contacted by telephone to determine if there was a need for temporary illumination in the vicinity of the detour and bridge construction site. Sandmann said he had contacted the City and there is illumination in this vicinity. He does not think temporary illumination will be necessary.

NEM:az
cc: R. A. Sandmann
Reid Meritt
Gordon Ballard
L. K. Watson

1 Versteeg ✓
Olson
Scott
3 Swenson
Savage
Trout

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JUN 24 1977
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8596

FAS B409 ?

FORM 81.734.3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

The Dalles, Oregon

June 17, 1977

FILE: LOC 17

FROM: W. Reid Meritt
Resident Engineer

SUBJECT: Developement Plan for
Disposal of Excess Material
[redacted] Section
FAS B 409
Wasco County

TO: Lyle Watson
Road Design Section
Salem, Oregon 97310

Herewith is sketch drawing furnished by Wasco County showing disposition of excess material for the above subject project as they would prefer it done.

The stockpile labeled "Surfacing Stockpile" is to contain only A.C. pavement and/or oil mat materials and the stockpile labeled "Base Exc. Stockpile" is to contain general excavation and base aggregate material.

The disposal site shown on the attached sketch is located near the Southerly end of FAS 409 Spur (near the junction of FAS 409 Spur and Highway US 197).

cc: Region w/ Attach.
File w/ Attach.

Versteeg
Olson
1 [illegible]
Scott
Copy Swenson
Savage
Letter Only Copy Trout

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JUN 20 1977
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Bring Up ___/___/___
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REFERRED TO

Beard Read
Cole Sample 2005
Eriksen 1 Watson NEW
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

sketch retained in designers file

8576 FAS B409 ?

FORM 734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 14, 1977

FROM: L. K. Watson
Design Engineering Supervisor

SUBJECT: Dufur Section
FAS B409
Wasco County

TO: MEMO TO THE FILES

The following method for handling traffic through the city of Dufur was telephoned to Lyle Watson on June 10 by Reid Merrit, Resident Engineer in The Dalles:

It will be necessary to maintain through traffic on Court Street from its junction with The Dalles-California Highway to 5th Street. From 5th Street the through traffic can be detoured via Court Street to N. 1st Street, thence via N. 1st Street to Main Street. Through traffic will need to be maintained south from N. 1st Street on Main Street and Heimrich Street to the south end of the project.

Through the above noted areas it will be necessary to require the contractor to limit his grading to the amount he can surface and restore two-way traffic by evening.

Fifth Street from Court Street to Main Street and Main Street from 5th Street to 1st Street can be closed to all traffic in two block segments. It will be necessary, however, to maintain local traffic and traffic through the intersections at the cross streets.

NEM:az
cc: F. E. Terpin
C. M. Williams
W. R. Merrit
L. K. Watson
A. Brummitt
Bill Beard

1 Versteeg ✓
Olson
K
Scott
Swenson
Savage
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Do not File ☐
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Bring Up
Other

Dufur Section
FAS B 407
Wasco County

orth END?

FGINNING PROJECT

Sta 10 + 03

Method of traffic handling

To The Dalles

12" replace

Maintain Through Traffic

FAS B409

Traffic

Maintain

Dufur

2 Block segments Closed

Clear 2 segments

N. 7TH ST.
N. 6TH ST.
N. 5TH ST.
N. 4TH ST.
N. 3RD ST.
N. 2ND ST.
N. 1ST ST.
N. MAIN ST.
WILLIAMS ST.
CHURCH ST.
HARRISON ST.
Depot ST.
COURT ST.
KLINGER ST.
MILL ST.
HWY

Fifteenmile

Maintain traffic

Park

City Limits

HEIMRICH ST.
FAS B409

S. 2ND ST.
S. 3RD ST.

Maintain traffic

FAS B409 SPUR

RD.

DALLES - CALIFORNIA

25

BEGINNING PROJECT

Sta 10+00

Method of traffic handling

Main Through Traffic

12" replace

FAS 8409

Traffic

Main traffic

Dufur

2 Block segments May Be Closed

N. 7TH ST.

N. ST. 6TH ST.

N. ST. 5TH ST.

N. ST. 4TH ST.

N. ST. 3RD

2ND CHURCH

HARRISON ST.

Detour

MILL ST.

N. 1ST ST.

WILLIAMS

MAIN

HEISLER

Close 2 segments

N.

KLINGER

COURT

RIKKEN

Fifteenmile

Main traffic

Park

FAS 8409

HEIMRICH ST.

City Limits

S. 2ND ST.

S. 3RD ST.

Main traffic off

Main traffic thru

RD.

DUFUR

SPUR

FAS 8409

THE DALLES - CALIFORNIA

FAP 4

Pine

25

36

8596

FAS B409 ?

FORM 81-724-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 14, 1977

FROM: L. K. Watson
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: Storm Drain Sta. 55+25 to Sta. 66+50 Rt.
Dufur Section
FAS B409
Wasco County

The project as it was received from the field proposed a storm drain of 36" and 30" pipe to be placed at the ditch line in lieu of a ditch. The data received indicated this storm drain would drain 200 acres and need a capacity to handle a discharge of 120 cfs.

This design was reviewed with the Hydraulics Unit. A total drainage area of only 75+ acres could be determined. The highest recorded runoff figure within this basin area is approximately 100 cfs per square mile. Using these figures the total discharge drained by the storm drain computes to be approximately 12 cfs.

The Hydraulics Unit recommended that the maximum discharges be computed for the 18" and 24" culvert pipes, which drain the involved area. A headwater depth that would overflow the roadway was assumed for these computations. The total discharge for both pipes computed to be 28 cfs. A 24" pipe on a grade of 2.2% or steeper, would handle this discharge. A 24" pipe will be shown on our plans.

NEM:az
cc: F. E. Terpin
C. M. Williams
W. R. Merrit
L. K. Watson

1 Versteeg ✓
Olson
1 Christensen
Scott
Swenson
Savage
Trout

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JUN 16 1977
ROAD DESIGN SECTION

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Other

Bud Mann
30" or last run.
Ed

DUFUR WEST QUADRANGLE

OREGON – WASCO CO.

7.5 MINUTE SERIES (TOPOGRAPHIC)

1773 II (THE DALLES) 1:62 500

843 10' 1 830 000 FEET 844 845 3.1 MI. TO U.S. 197 846 121°07'30" 45°30'

660 000 FEET

27'30"

5039 5038 5037 5036 5034

10 11 12 13 14 15 22 23 24 25 26

Water Tank

Grange Hall

Endersby

VABM Endersby 1703

Creek

Eightmile

Starveout ROAD

WARD MILL

TRAIL

Cave

Radio Tower

Reservoir

Dufur

BM 1320

Park

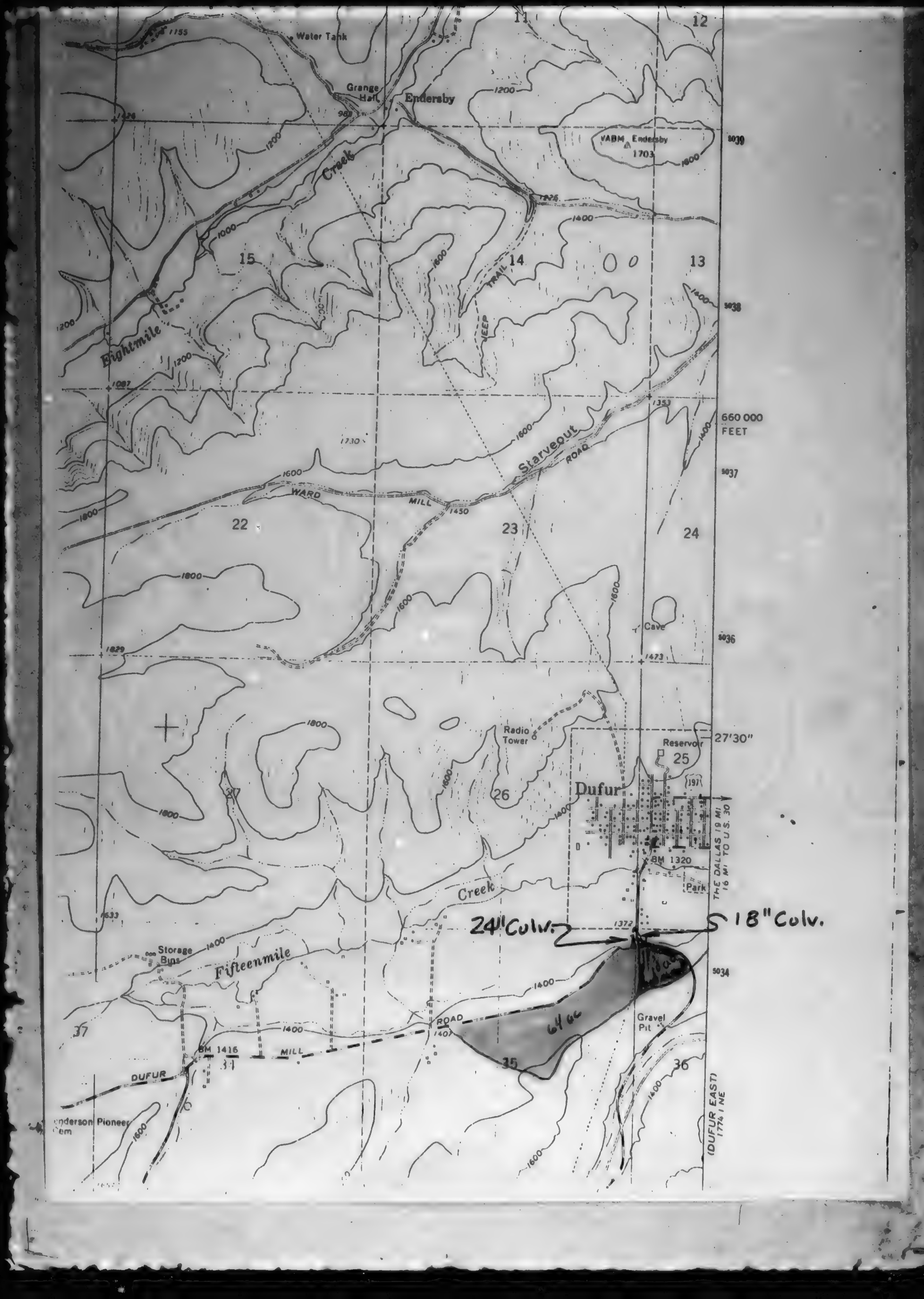
Storage Bins

Fifteenmile

THE DALLAS 19 MI. 16 MI. TO U.S. 30

24" Culv.

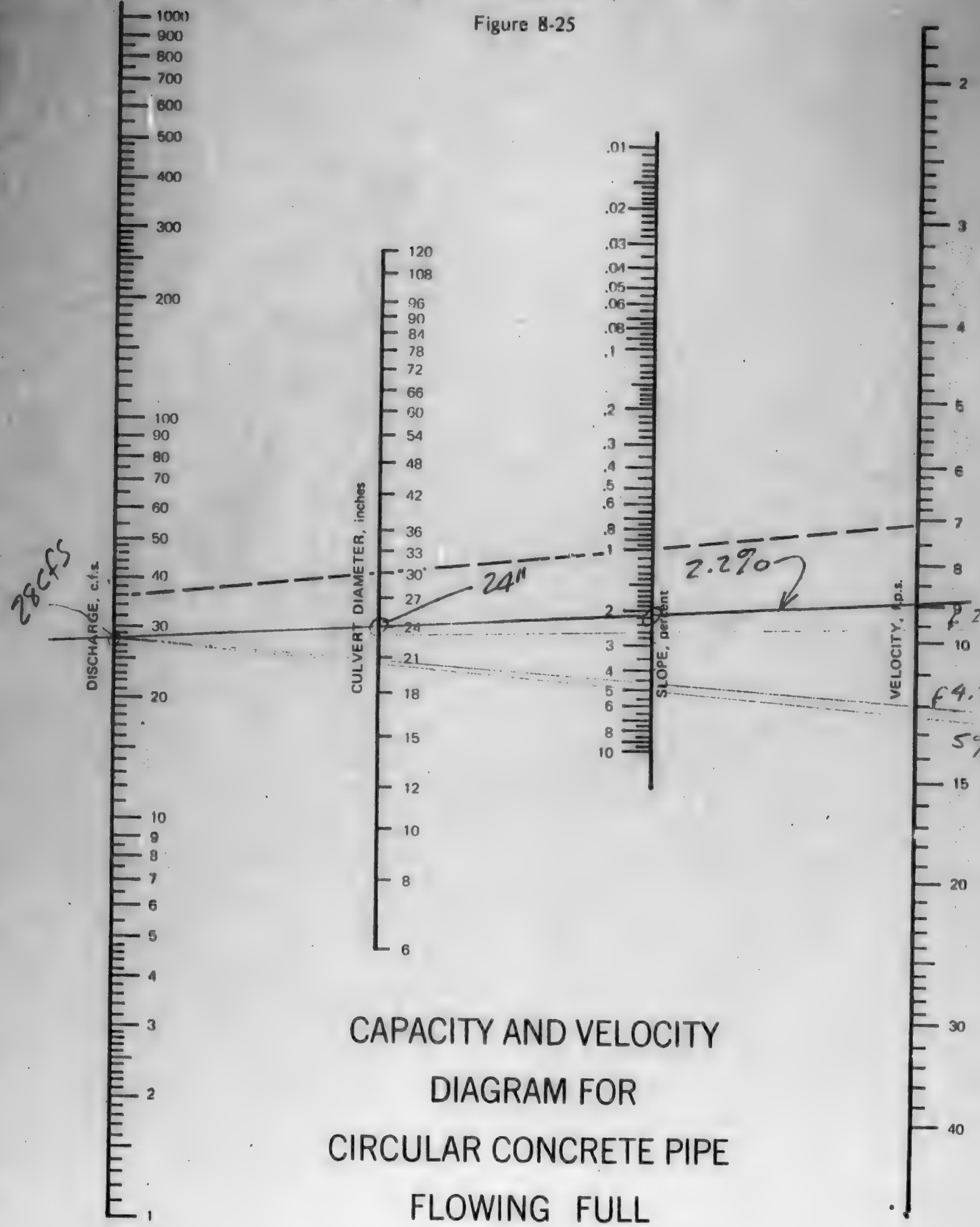
18" Culv.


Water Tank
Grange Hall
Endersby
VABM Endersby
1703
Creek
Eightmile
TRAIL
JEEP
Starveout
ROAD
WARD
MILL
1450
Cave
Radio Tower
Reservoir
Dufur
BM 1320
Park
THE DALLAS 19 MI
16 MI TO U.S. 30
24" Culv.
18" Culv.
Creek
Storage Bins
Fifteenmile
ROAD
Gravel Pit
BM 1416
MILL
DUFUR
(DUFUR EAST)
1774 I NE
660 000
FEET
27'30"
11
12
13
14
15
22
23
24
25
26
35
36
37

Dufor Section

Sta 55+40± To Sta 66+50 ±

Figure 8-25



CAPACITY AND VELOCITY

DIAGRAM FOR

CIRCULAR CONCRETE PIPE

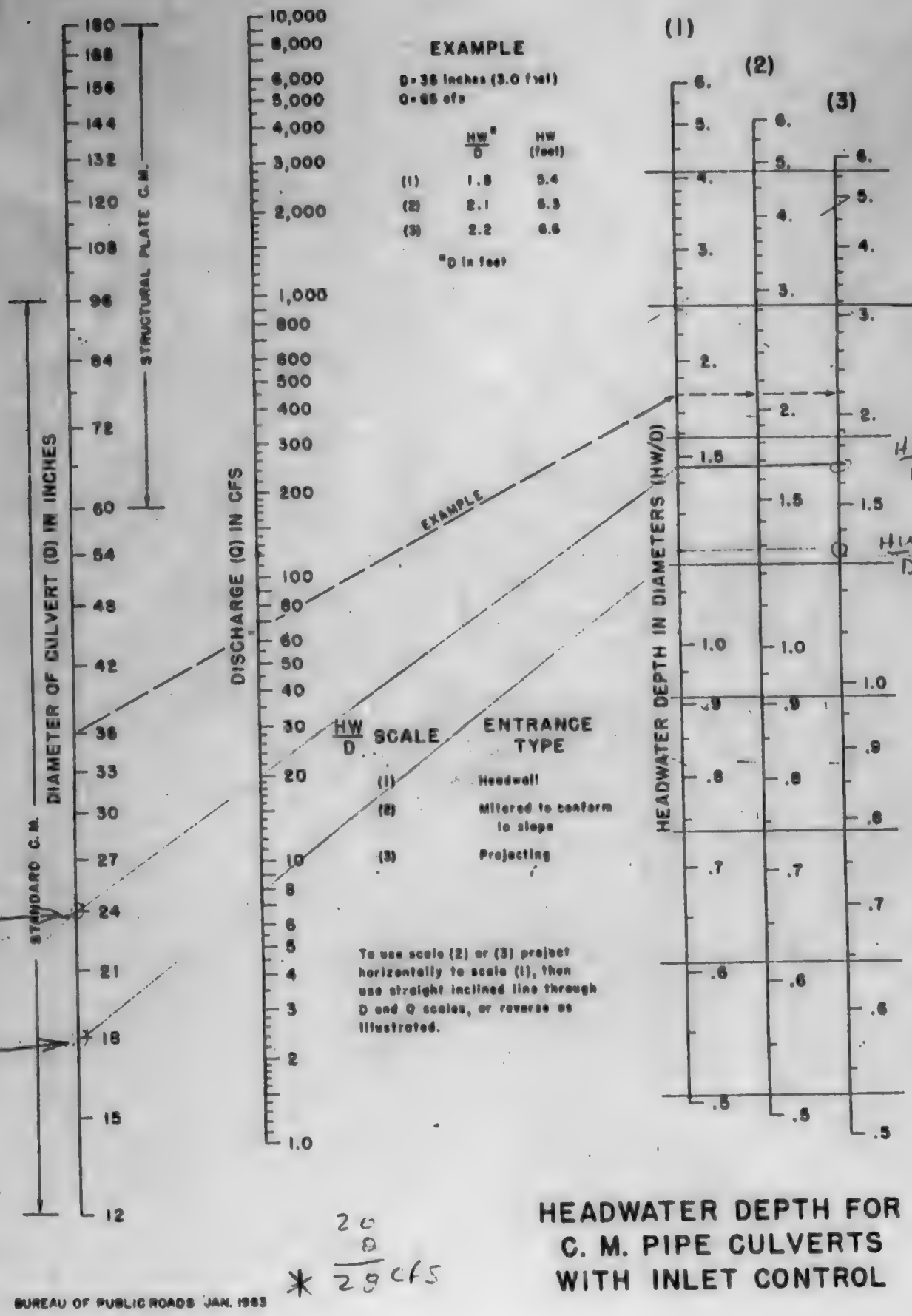
FLOWING FULL

n = 0.015

Do for Section

51

CHART 5



24" Culv

18" Culv

3.4/2 = 1.7

2/1.5 = 1.33

20 cfs

* 29 cfs

HEADWATER DEPTH FOR C. M. PIPE CULVERTS WITH INLET CONTROL

BUREAU OF PUBLIC ROADS JAN. 1963

8596

Dave Fenton
Region 4 Federal Aid Engineer

May 19, 1977

Robert H. Prange
Local Projects Manager

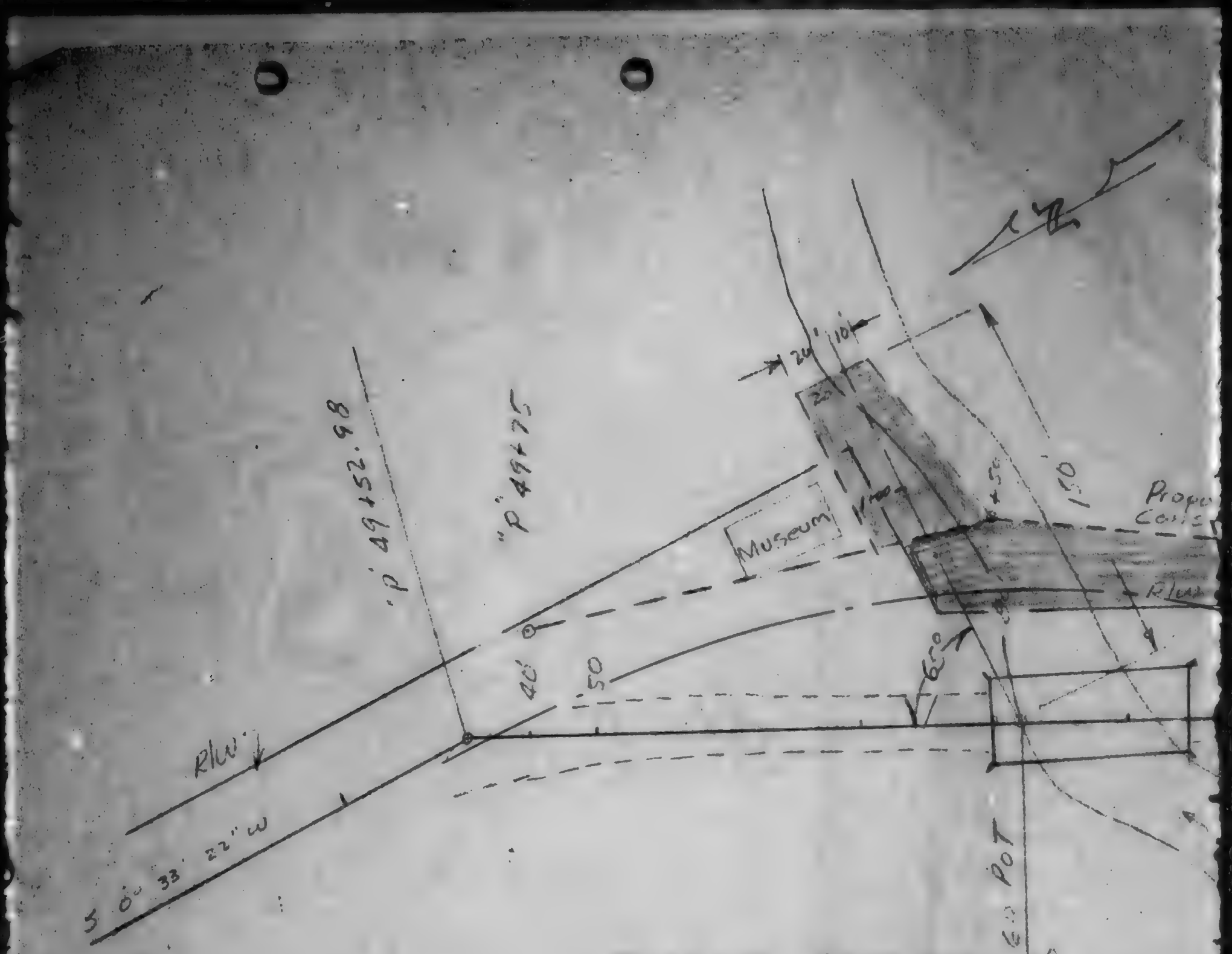
Right-of-Way
Dufur Bypass Section
FAS 8408 (formerly FAS 942)
Wasco County

Two copies of a portion of the field map for this section are attached. The area colored in red is for an easement for a bridge detour, and the blue is for straightening the channel below the bridge.

Would you please forward them to the county for their reference and use for obtaining the additional right-of-way for this project.

RHP:dpy

cc: Duane Christensen
Harold Brainard



DUFUR SECTION
FAS 942
WASCO COUNTY
Sketch Map
1" = 100"

Dufur Hotel

R/W

Proposed Temporary Construction Easement

Existing Highway

R/W

℄ Detour ℄

S 27° 53' 07" W

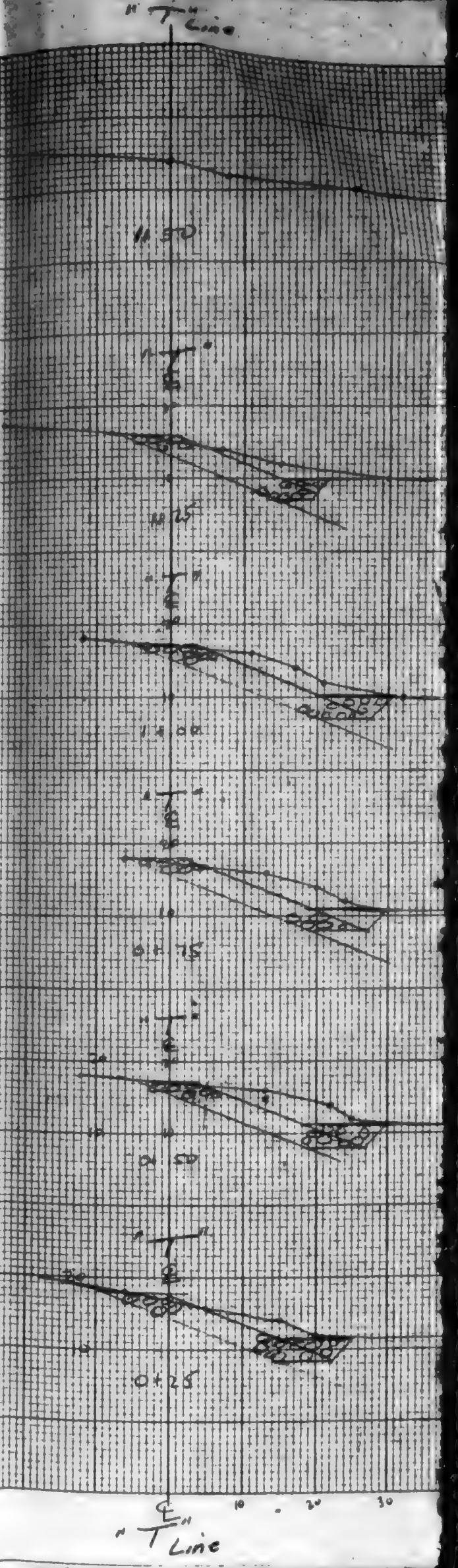
S 10° 11' 58" E

Dufur Tavern

Motel

DIVERSE SECTION
Cross Sections for Channel
Realignment - Down Stream
from Bridge
(Taken from Survey)

CROSS SECTIONS
"T" Line



"PERFECT" GRAPH SECTION
10 X 10 to the inch
EUGENE DIETZGEN CO

"T" Line

11+50

11+25

11+00

10+75

10+50

10+25

10 20 30 40

℄ "T" Line

"PERFECT" GRAPH SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

8596 FAS 942

Form 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 30, 1977

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Dufur Section
FAS 8409
Wasco County

TO: MEMO TO THE FILES

There is a problem regarding the "P" Line and "L" Line on this project. The coordinate sheets for the "P" Line indicate an error of closure of 31.30' in latitude and 32.58' in departure. On the "L" Line, there is a question as to the correct distance between Sta. 50+03.83 and Sta. 54+83.37. The distance obtained by using the stationing and curve data shown on the detail map differs from that obtained by using the coordinates for these points. This difference is approximately 7'. There is insufficient data on hand to resolve these problems.

This matter was discussed with George Wills of the Location Section. He will request the field to resolve these problems. The following data was given to George Wills to be enclosed with his request:

1 Book Transit Notes
1 Book Ties and level notes
Copies of "P" Line coordinates
1 Print Right of Way Map (8B-27-5)
1 Print Detail Map
1 Print Map showing coordinate ties

LKW:az
cc: F. E. Terpin
Carl Williams

1 Versteeg
Olson
2 Dodson Don
Scott
Swenson
Savage
Trout

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MAR 3 1 1977
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REFERRED TO

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Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8596

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Dufur
Highway: F.A.S. 3409
County: Wasco
Prefix: 533-1926
Res. Engr. N. Oliva

Date March 8, 1977
Ten Year
Traffic Coefficient 6.4
18 kip s.a. per day 15.7
R value 16
Frost Penetration 20"+
CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C.	6.0
10.0"	A.B.	10.0
14.5"		19.0"

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 20 1977

File: PM FA
TAA LG OP

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

NOTED
MANOR C. HOLMES

8596

FAS-C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 1, 1977

FROM: Von E. Hemmert
Hydraulics Specialist

SUBJECT: Fifteenmile Creek Bridge
Dufur Bypass, FAS ~~942~~
Wasco County

TO: F I L E S

The subject crossing of Fifteenmile Creek is located near the southerly limits of the City of Dufur. Purpose of the project is replacement of the existing two-span concrete bridge in conjunction with upgrading Dufur city streets.

HISTORY

The existing structure is a 50-foot, two-span, concrete bridge. The pier and abutments are skewed approximately 30 degrees to the flow and cause large gravel deposits to occur at the bridge after each runoff. During high water periods, drift and ice collecting against the pier has been a problem and there is some evidence of debris hitting the upstream beams.

Information from local residents pertaining to the 1974 flood (the highest of recent record) indicated that water about a foot in depth went over the roadway immediately south of the bridge. Considerable damage occurred to the channel banks both upstream and downstream from the bridge. Some channel repair and dikework has been performed along the channel banks since 1974.

HYDROLOGY

Fifteenmile Creek drains an area of approximately 64 square miles at the subject crossing. Regional analysis of this basin indicates that the following discharges could be developed at the crossing:

50-year flood	4300 cfs
25-year flood	3400 cfs
10-year flood	2550 cfs

A 25-year flood was used for the design of the new structure.

SUMMARY

Analysis of this bridge was performed with the aid of the Corps of Engineers' computer program "HEC-2 Water Surface Profiles". Several

HHL-FRED

NOTED
M...NOR C. H LMES

discharge values were used and corresponding water surface profiles were determined. It is evident from the results that the upstream channel is incapable of carrying much more than 2000 cfs (less than a 10-year flood) and the proposed structure was analyzed with this in mind. Any discharge higher than 2000 cfs would result in flow in the flood plain.

The field proposed a 60-foot clear-span replacement structure on vertical abutments with the finish grade closely matching that of the existing bridge. This places the bottom of the beams at about elevation 1317.3 MSL. Any water surface elevation which is higher than 1317.3 will cause the bridge to operate under pressure flow. Road overflow begins to occur at elevation 1318.2 which is about the high water elevation that would result using the proposed 60-foot clear-span with a 10-year discharge of 2550 cfs.

With a 25-year design discharge of 3400 cfs, the proposed bridge will operate under pressure flow and approximately 400 cfs will flow over the roadway just south of the bridge. The resulting high water at the bridge would be about elevation 1319.0 or about equal to that which occurred during the 1974 flood.

Eliminating the existing pier and aligning the abutments with the flow should eliminate the deposition of gravel which presently occurs after each large runoff.

It is suggested that the new bridge be a clear-span structure on vertical abutments and provide a waterway opening at least 60 feet wide measured parallel to the highway at the downstream side of the bridge. The right abutment (south side) should be aligned with the channel and the left abutment (north side) should be skewed about 8 to 10 degrees to the flow so as to redirect the flow toward the center of the stream and better align it with the downstream channel. The left bank immediately downstream from the bridge will need to be realigned to match the new abutment and a slight amount of alignment work may be needed on the left bank immediately upstream from the bridge. Class 700 riprap should be placed on fresh embankment slopes for erosion protection.

VEH:jp
cc Frank E. Terpin
Walt Hart
Jack Davis
J.H. Versteeg
C.M. Williams
Don Harwell

PROJECT MANAGEMENT
MAR 2 '77
REFER TO:
FOR
Info | Investigate | B/D | Action | File | Letter | See me

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1974)
Discharge - cfs	3400	–	–
Discharge - m^3/s	96.3	–	–
Frequency – yrs.	25	100	–
H.W. Elevation Natural Channel ft.	1319.	–	1319±
H.W. Elevation Natural Channel m.	402.	–	402.
H.W. Elevation Channel Change ft.	–	–	–
H.W. Elevation Channel Change m.	–	–	–
Average Velocity fps	9.2	–	–
Average Velocity mps	2.8	–	–

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

FIFTEEN MILE CREEK
DUFUR BYPASS
FAS 942
WASCO COUNTY

COMPILED BY: VON E. HEMMERT

DATE: 2-28-77

8596

February 18, 1977

MEMO TO THE FILES

FROM: Robert H. Prange
Local Projects Manager

RE: Dufur Bypass Section
FAS B409 (old 942)
Wasco County
RS-607(1)

Wasco County, in their FAS-C project application proposed that substandard shoulder widths be used on portions of the subject project. Region concurred in that request by submitting survey data and preliminary design in agreement with the county's proposal. On the uncurbed portions of the project the designed typical section consists of 12' travel lanes and 6' paved shoulders. These are two feet less than the minimum 8' shoulders stipulated in the Secondary Road Plan design standard.

The existing roadway (former Hwy. 197) consists of a narrow 18-foot pavement with 4-foot gravel shoulders. Therefore, the new section with 12-foot lanes and 6-foot paved shoulders would be a significant improvement over present conditions and give a high degree of efficiency for the amount and type of slow-speed traffic using the facility.

Right-of-way is not now required for the proposed typical section. Any increase in the shoulder width to comply with geometric standards would require the acquisition of additional right-of-way. This would increase the overall costs of the project and have serious effects on the local environment. The negative impacts of the full-standard width would far outweigh the more positive impacts of the lesser standard.

We agree with the county's attempt to provide a safer and more tolerable standard which will be far better than existing conditions. We also feel that the county is making an honest attempt to provide the best possible service to the traveling public by getting the most out of its road dollar.

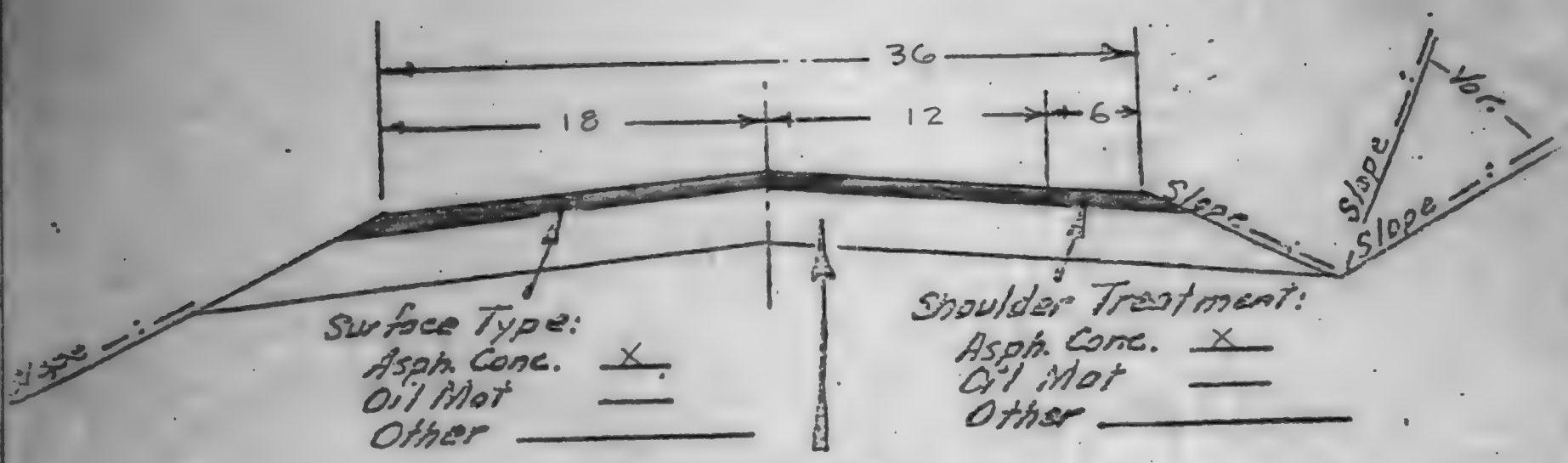
RHP:dh

cc: D. E. Swan
Region 4
Bill Sample

4/15/77
Talk to Dave Carter
OK with FHWA
RHP

8 8

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run X
Crushed Stone X
Asph. Treated —
Cement Treated —

Typical Section

(B)

No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Foot paths:
Port. ~~Cont~~ Conc. 5
Gravel —

Curbs:
Type "C" —
Curb & Gutter X
Other —

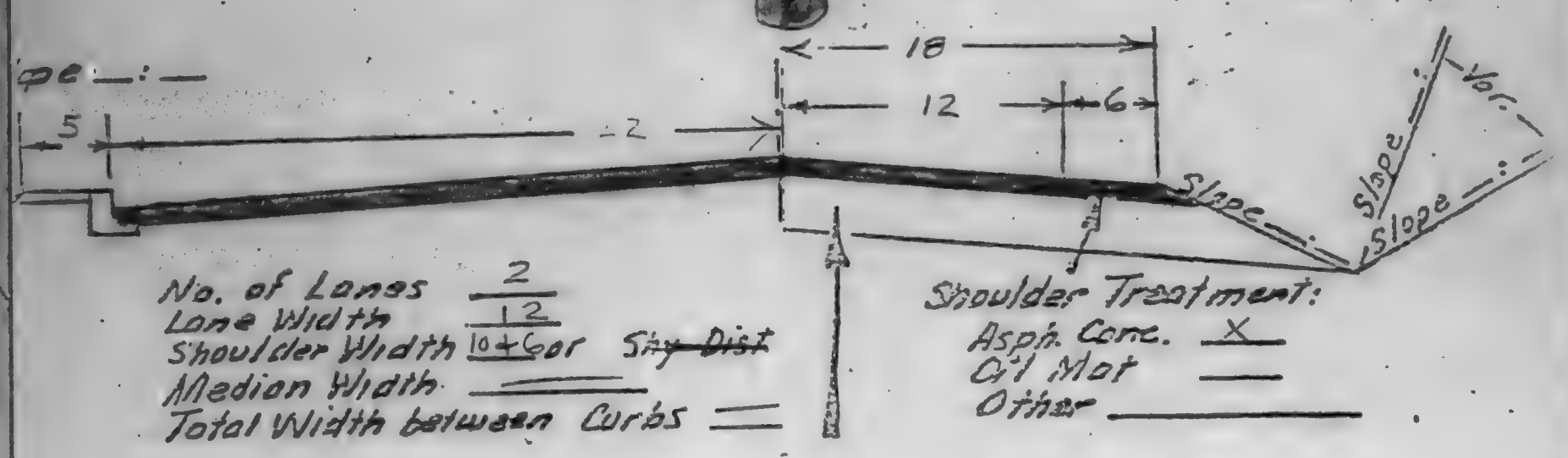
Typical Section C

No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Foot paths:
Port. Asph. Conc. 8
Gravel —

Curbs:
Type "C" —
Curb & Gutter X
Other —

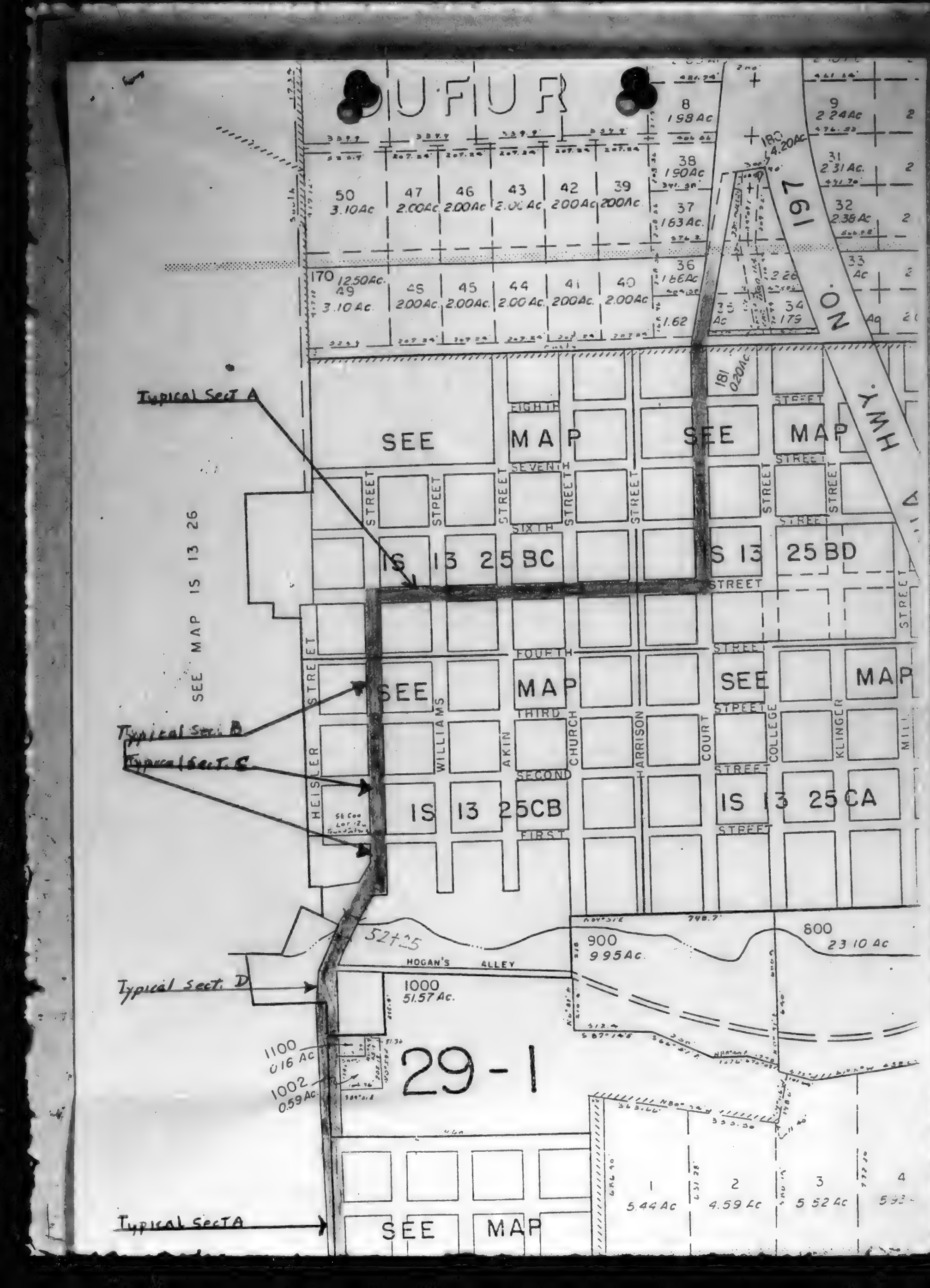
Typical Section



No. of Lanes 2
Lane Width 12
Shoulder Width 10+6 or ~~Shy Dist~~
Median Width —
Total Width between Curbs —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Surface Type:
Asph. Conc. X
Oil Mat —
Other —


U FIU R
8
1.98 Ac
38
1.90 Ac
37
1.63 Ac.
36
1.66 Ac
1.62
50
3.10 Ac
47
2.00 Ac
46
2.00 Ac
43
2.00 Ac
42
2.00 Ac
39
2.00 Ac
170
12.50 Ac.
49
3.10 Ac.
48
2.00 Ac.
45
2.00 Ac.
44
2.00 Ac.
41
2.00 Ac.
40
2.00 Ac
180
4.20 Ac
181
0.20 Ac
226
34
1.79
9
2.24 Ac
31
2.31 Ac.
32
2.38 Ac
33
Ac
191
HWY.
Typical Sect A
SEE MAP
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
IS 13 25 BC
IS 13 25 BD
IS 13 25 CB
IS 13 25 CA
HEISLER STREET
WILLIAMS STREET
AKIN STREET
CHURCH STREET
HARRISON STREET
COURT STREET
COLLEGE STREET
KLINGER STREET
Typical Sect B
Typical Sect C
Typical Sect D
HOGAN'S ALLEY
52.25
900
9.95 Ac.
800
23.10 Ac
1000
51.57 Ac.
1100
0.16 AC
1002
0.59 Ac.
29-1
1
5.44 Ac
2
4.59 Ac
3
5.52 Ac
4
Typical Sect A

Typical Sect A

Typical Sect B

Typical Sect C

Typical Sect. D

Typical Sect A

SEE MAP IS 13 26

SEE MAP

SEE MAP

SEE MAP

SEE MAP

SEE MAP

1S 13 25 BC

1S 13 25 BD

1S 13 25CB

1S 13 25CA

1S 13 25CC

29-1

MT. HOOD VALLEY NO. 3 SEE MAP

HWY. NO. 11

STREET

EIGHTH STREET

SEVENTH STREET

SIXTH STREET

FOURTH STREET

THIRD STREET

SECOND STREET

FIRST STREET

HEISLER STREET

WILLIAMS STREET

AKIN STREET

CHURCH STREET

HARRISON STREET

COURT STREET

COLLEGE STREET

KLINGER STREET

MILL STREET

HOGAN'S ALLEY

170 12.50Ac.

49 3.10 Ac.

48 2.00Ac.

45 2.00Ac.

44 2.00 Ac.

41 2.00Ac.

40 2.00Ac.

36 1.66Ac.

1.62

35 Ac.

34 1.79

181 0.20Ac.

1000 51.57 Ac.

900 9.95Ac.

800 23.10 Ac.

1100 0.16 Ac.

1002 0.59 Ac.

1 5.44 Ac

2 4.59 Ac

3 5.52 Ac

4

SE Cor Lot 12 Tomlinson's

52+25

798.7

460

8596.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 9, 1977

TO: ALL INTERESTED FEDERAL AND STATE AGENCIES

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters
Section: Dufur
Highway: Dufur City Street
County: Wasco

Under Section rr of the Department of the Army Permit referred to in Public Notice 071-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500) the State Highway Division is obligated to give at least six months notice prior to commencement of work that will fall within the scope of the referred to General Permit. The Highway Division had many projects in various stages of design during the time that the General Permit was being consummated. Some of these projects are now ready for contracting or nearly ready and we are asking your indulgence and consideration in allowing us to proceed with these projects with less than the six months notice.

We hope to take bids on the above project on May 26, 1977 and will need to have your comments by April 28, 1977. If we do not hear from you by this date, we will assume you have no objections and will proceed with the project.

The proposed project involves the replacement of a structure over Fifteenmile Creek within the city limits of Dufur, Oregon. There will be a slight channel change on the upstream side of the proposed structure. Riprap will be required to keep the banks from eroding. A temporary detour will have to be built to be used during construction.

A permit (No. 002212) for replacement of a structure on Boyd Market Road crossing Fifteenmile Creek was issued by the Corps of Engineers on October 27, 1976. The structure covered by that permit is downstream from the structure referred to in the attached Project Assessment which is included for your information.

The Highway Division will comply with all regulations regarding the protection of water quality.

If additional information is needed, please contact Donald E. Keyes, Location Section, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachments

Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary A. Potter
C. T. Keasey
D. E. Keyes

DEK:mc

REFERRED TO
Beard ____ Read ____
Cole ____ Sample ____
Eriksen ✓ Werson ____
Heger ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Versteeg ____
Olson ____
1 Christensen ____
Scott ____
2 Swenson ____
Savage ____
3 Trout ____

RECEIVED
FEB 14 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

8596

fap 942 Wasco Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

February 4, 1977

FILE: 533-1926

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer

SUBJECT: Dufur Bypass
FAS 942
Wasco County

We request that you ask the FHWA to approve a non-standard section for this project. We have designed a 36' paved section for the uncurbed portion, which would allow 11' travel lanes and 7' shoulders, or 12' travel lanes and 6' shoulders.

Right-of-way is not required for this job now. Increasing the paved width to allow for a standard section would require additional right-of-way. This would increase the project cost beyond what the County wants to pay, would meet with strong local resistance from the townspeople, and could delay the project until next construction season. The negative impacts would seem to far outweigh possible positive impacts of the minor widening.

David Fenton

$ 350,000 Appr. Amt.
$ 452,000 Field Est. 1-18-77
$ 460,000 Rd. Des. Est. 2-10-77

DSF:pw
cc: H. Reynoldson

HAL-FRED

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB - 8 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

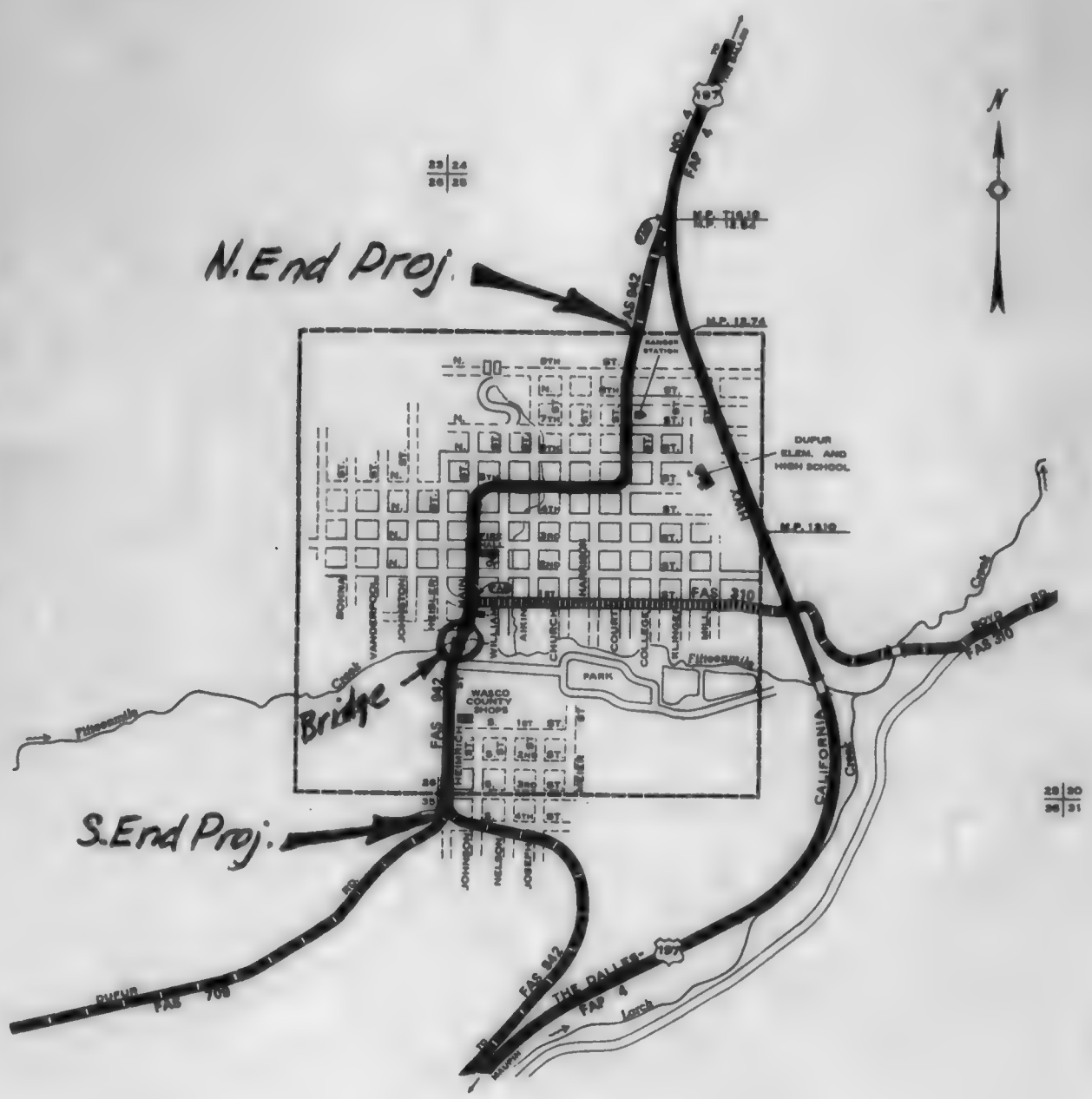
PROJECT MANAGEMENT

FEB - 8 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAII)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

DUFUR

WASCO COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

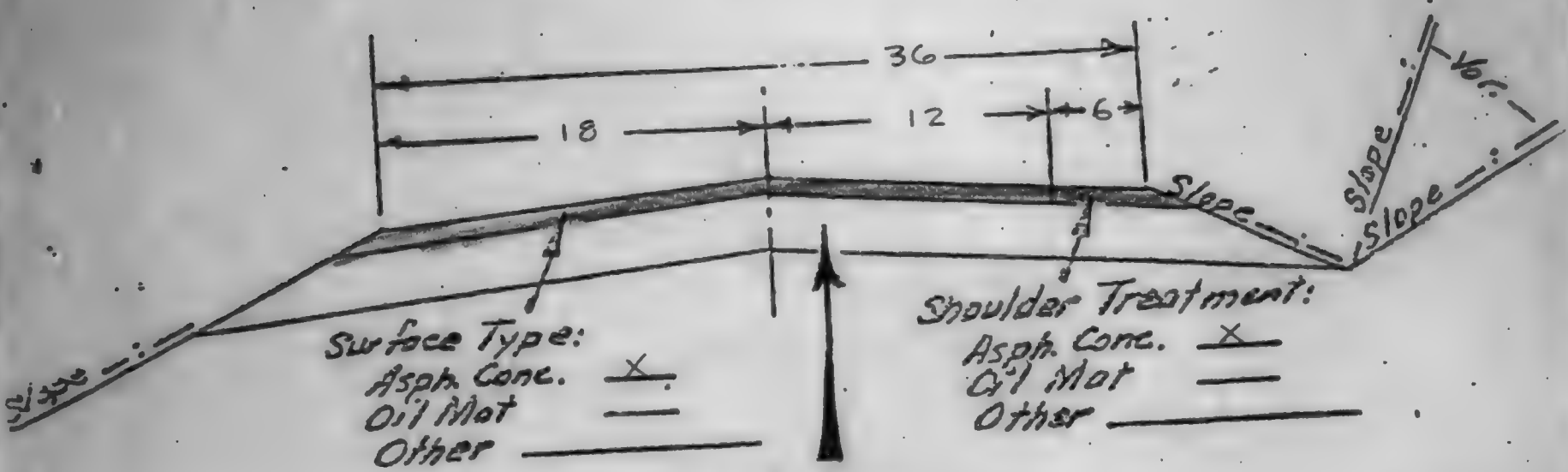
Population 340

Scale in Feet

Revised March 1978

TYPICAL SECTION

(A)



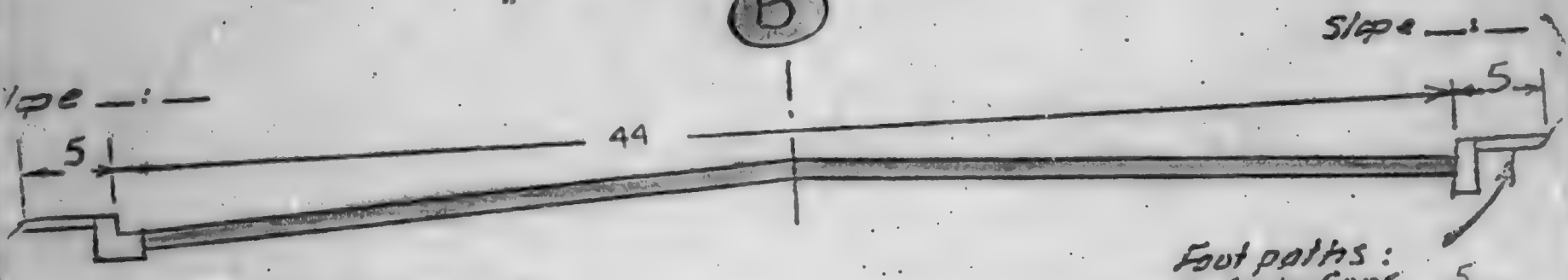
Surface Type:
Asph. Conc. X
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run X
Crushed Stone X
Asph. Treated —
Cement Treated —

Typical Section

(B)

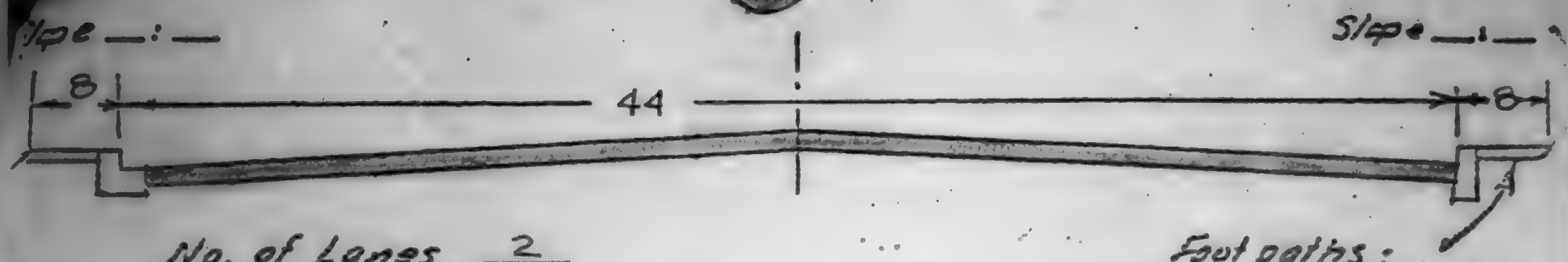


Foot paths:
Port. ~~Asph~~ Conc. 5
Gravel —

No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Curbs:
Type "C" —
Curb & Gutter X
Other —

Typical Section

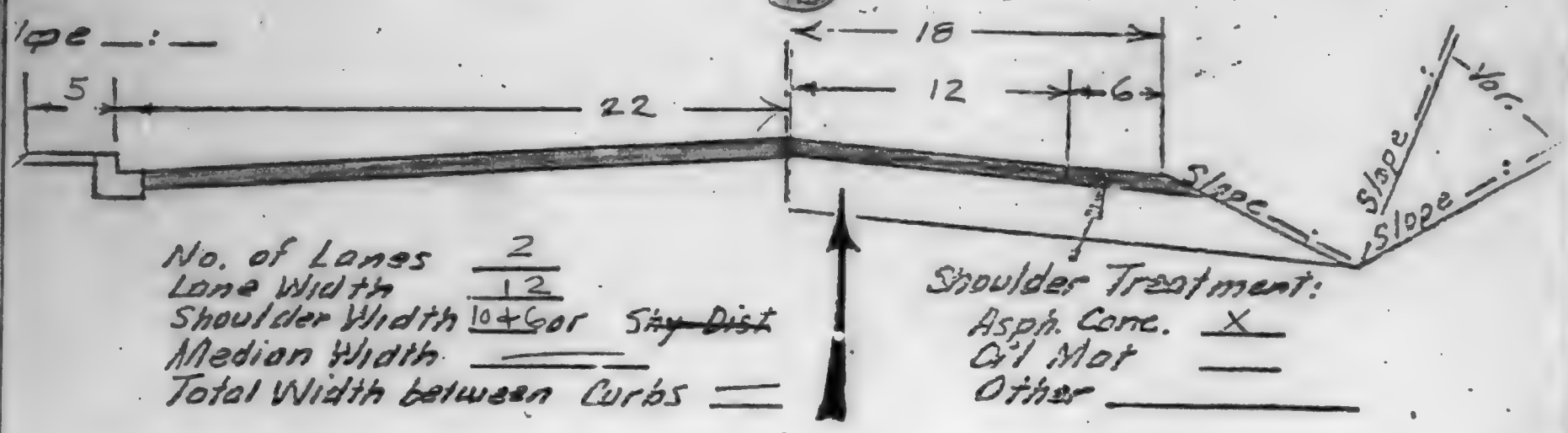


No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Foot paths:
Port. Asph. Conc. 8
Gravel —

Curbs:
Type "C" —
Curb & Gutter X
Other —

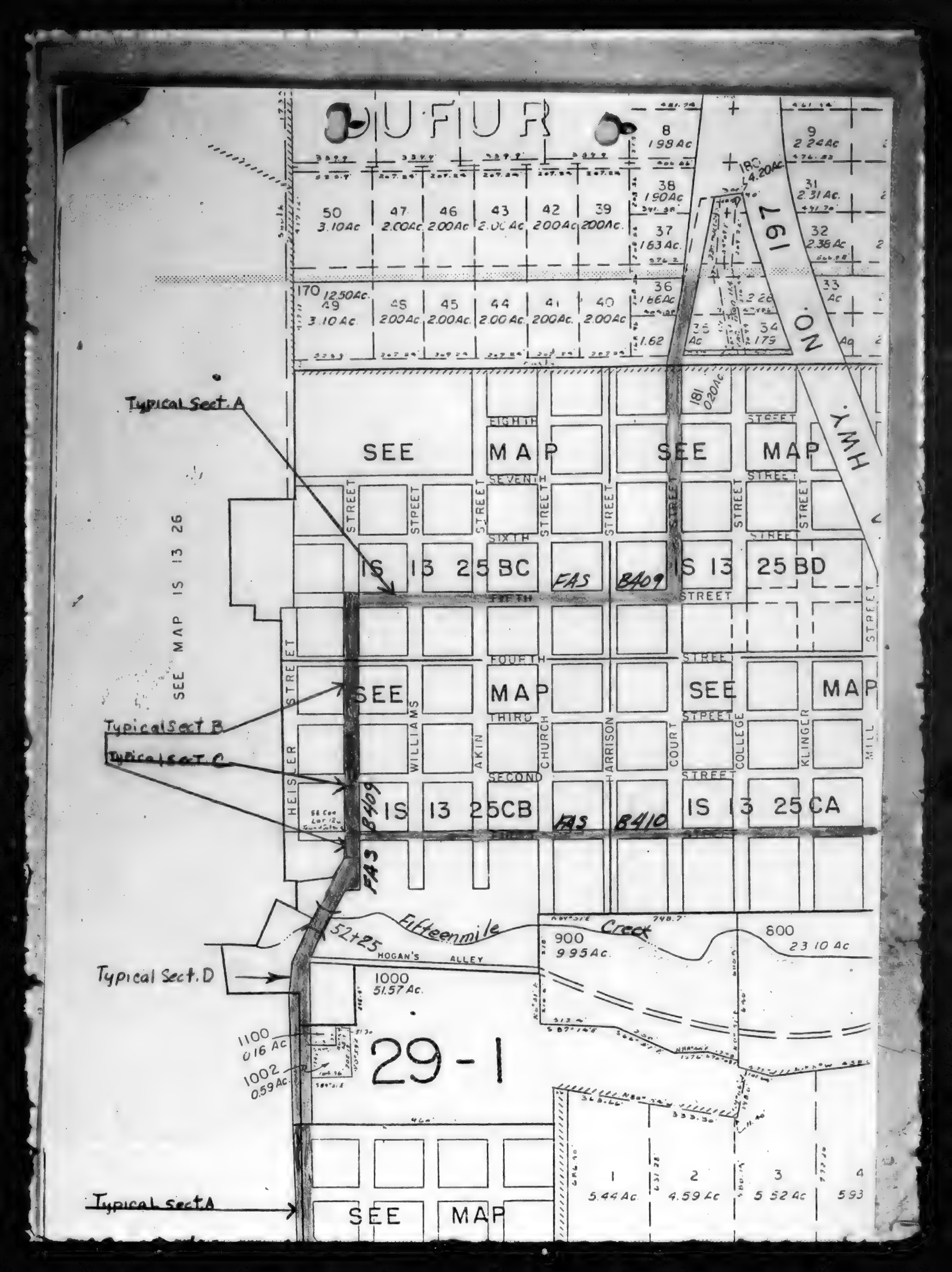
Typical Section



No. of Lanes 2
Lane Width 12
Shoulder Width 10+6 or ~~Shy Dist~~
Median Width —
Total Width between Curbs —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Surface Type:
Asph. Conc. X
Oil Mat —
Other —


SEE MAP
SEE MAP
SEE MAP

Typical Sect. A
SEE MAP IS 13 26
Typical Sect B
Typical Sect C
Typical Sect. D
Typical Sect A
SEE MAP
1S 13 25 BC
1S 13 25 BD
1S 13 25 CB
1S 13 25 CA
1S 13 25 CC
29-1
FAS B409
FAS B410
B409 Spur
HWY
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
HEISLER STREET
WILLIAMS STREET
AKIN STREET
CHURCH STREET
HARRISON STREET
COURT STREET
COLLEGE STREET
KLINGER STREET
MILL STREET
HOGAN'S ALLEY
Fifteenmile Creek
52+25
1000 51.57 Ac.
1100 0.16 AC
1002 0.59 Ac.
900 9.95 Ac.
800 23.10 Ac
181 020Ac.
49 3.10 Ac.
48 2.00 Ac.
45 2.00 Ac.
44 2.00 Ac.
41 2.00 Ac.
40 2.00 Ac.
1.62
1 5.44 Ac.
2 4.59 Ac.
3 5.52 Ac.
4 5.93
MT. HOOD VALLEY
NO. 3
SEE MAP
To US 197

8596

FAS-C

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

1-26-77

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Dufur By-Pass FAS 3469 (formerly FAS 942)

Project Federal Aid Number: RS-607(-)

Applicant: Wasco County

Contact: Mr Rex Knierstedt

Federal Aid Funds: FAS____ FAUS____ Other____

Date Project Approved by Trans. Comm.: 10/28/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: _____

_____

_____

_____

~~County-City Unit~~ Local Program Unit

1/26/77
Date

cc: Right-of-Way Engineer
Region _____ Engineer
Region _____ Federal Aid Engineer
Region _____ Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

8596

January 10, 1977
Location Narrative Report

Dufur By Pass No. 175
FAS 942
Wasco County

To Pete
1/28/77

This location project commences at the Northerly end of the city of Dufur near the Highway 197 junction and it follows Court Street to Fifth, to Main and out South to Dufur Market Road junction. The original project was to end at the junction of Highway 197 but because of the cost of the project, the County has decided to shorten the project by 3200 feet.

This project was initiated by Wasco County under the FAS-C project funding. The project consists of grading, paving, signing and structure.

Typical Section:

Four typical sections are to be constructed on this project. Finished surface width will vary from 36 to 44 feet(see enclosed sheets). The typical section shall consist of the following widths and thicknesses:

2 - 12 foot lanes
2 - Shoulders-varying from 6 to 10 feet
2 - Type "A" curbs for typical section "B" and "C".
1 - Type "B"curb for typical section "D".
2 - Sidewalks - typical section "B" - 5' width
2 - Sidewalks - typical section "C" - 8' width
1 - Sidewalk - typical section "D" - 5' width
3 inches of asphalt concrete "B" or "C"
10 inches of crushed aggregate base - 1" - 0.

None of the existing surfacing is to be salvaged.

Type "A" and "C" curbs is designed. Type "A" curbs are to be constructed from station 37+00 to 66+60. Type "C"curbs begin at station 37+00 and end at station 49+00.

Sidewalks vary from 5 feet to 8 feet through main street. All existing sidewalks on typical sections B, C, and D are to be removed, they will not match anything designed. Particular attention has to be made with sidewalks in front of the businesses, - in many instances ramps or steps will have to be constructed to maintain access. Retaining walls will have to be constructed at the backside of the sidewalk at station 40+00 to 44+13 right, 40+00 to 42+50 left and station 50+40 to 50+80 right;simple retaining walls with no footings should suffice.. A concrete stairway will have to be built off of the retaining wall to meet a property owners walk at station 40+00 right and left, 42+50 right, 42+85 left and 43+60 right.

Horizontal Alignment:

"P" line coordinates for this project are adjusted Oregon Grid North Zone Coordinates. The "L" line was projected from this "P" line and because of the time factor, the "P" line became the "L" line and consequently equations resulted at each curve or change in line.

Of the ten horizontal curves designed, eight are substandard because of right of way encroachments.

Vertical Alignment:

The vertical alignment basically follows the existing alignment and it lacks much to be desired, however because of problems of meeting grades of existing facilities, businesses and houses, not much refinement can be made. The super elevation charts are also substandard and again right of way encroachments dictated substandard design.

One critical curve for super elevation is at station 50+00. This curve is reduced to 0.01/ft. super so that the sidewalk grade could meet the masonic lodge threshold. A larger vertical cut was made in this area than was originally intended plus the super rate was laid back just for the purpose of matching business frontages.

Materials:

There will be approximately 16,000 yards of general excavation and of this amount 10,000 yards are considered to be excess. Disposal of this excess material can be made in an old quarry adjacent to station 96± right. If the construction schedule worked out right some of this surplus can be used in the detour at the bridge site station 52± and then picked up and hauled to the disposal area when the structure is completed.

Approximately 16,400 tons of 1"-0 aggregate base will be required. about 4800 tons of asphalt concrete mixture will also be required. A material source 2 miles east of Dufur on the Boyd Market Road has been designated as a prospective source. Approximately 300 yards of class 700 rip-rap will be required at the structure. This amount of rip-rap can be obtained from a county source approximately 3± miles east of the city but it is not class 700. It probably would be better not to designate sources but to let the contractors find their own.

Drainage:

There exists one area of prime concern for proper drainage. This area is at the beginning of the project. A large amount of water is drained from Highway 197 and it passes through a 12 inch culvert at station station 16+90 and into a national waterway that somewhat parallels the roadway to 6th street in which it then flows along side for a short distance and cuts across 5th street in a 36 inch culvert at station 33+45 and then eventually winds it's way through town to 15 mile creek. The crossing at station 16+90 is a "bottleneck" in drainage because the culvert is so small and also it tends to silt up rapidly because of it's flat grade. The excess water and silt plugs up the ditch to station 20± and also flows over the top of the road. Our recommendation is to install an 18" X 29' arch pipe because of the flow line of the outlet ditch and the finish grade of the roadway is marginal. An inlet of some type should be installed and the pipe to be kept on a 2 percent grade to prevent silting. The excess can run in the roadside ditch and cross at station 21+42 where the City of Dufur will construct a drain ditch which will intercept the natural waterway.

The 36 inch culvert at station 33+45 is generally of sufficient size to carry the run off. A few of the local residents can recall that run offs have run over the top especially when heavy rains falls on a large blanket of snow. I recommend no change on size. Two feet of the outlet end should be cut off because of damage. The inlet end has a 10 inch iron casing running into the end of it and a constant flow of water is running through the culvert. This water is overflow from the water reservoir above the city. This casing or pipe will have to be relocated and I would suggest that it be done by extra work.

A storm sewer network is designed to take care of the drainage on Main Street. This network consists of the arterial sewer line of 18" and 24" diameter pipe down the centerline and a catch basin at the upper end of each intersection on each side of the street. The arterial line has to be located elswhere other than the two gutter lines because of the sanitary sewer at the right gutter and the two water lines at the left gutter. The arterial line will dump into 15 mile creek near station 51+80 on the downstream side of the structure.

An existing flat bottom roadside ditch from station 56± to 67+50 right was to have been retained but to maintain it at the present scale, additional right of way had to be purchased so the county has elected not to purchase the right of way but to install a storm sewer in it's place. The storm sewer will be 30 and 36 inch C. M. P. It will pick up drainage from the other side of the road and at the intersection of the intercept should be an inlet which can be used to pick up the roadside drainage also.

These inlets can be manholes with catch basin grates, however I would think a G-2 would suffice and be somewhat cheaper in price. Another alternative that was thought of is the C. M. P. manholes with catch basin frame and grate. We have spaced the inlets approximately 450 feet to save money - this spacing should take care of the drainage. The beginning end of the 36" C. M. P. should be paved and a swinging debris rack should be installed on the face to keep children out of the culvert.

The existing pipe shown at station 66+91 will have to be removed, reinstalled and extended. The pipe at station 69+40 will have to be extended on both ends. This drainage is "clumsy" but it appears to be about the best way to handle it.

The culvert under the road approach at station 66+74 has to be removed.

Utilities:

The City of Dufur will be letting contracts this winter for water line improvements and some of their work will be on our project. Enclosed is a plan for the City's proposed waterline project. Our detail map shows these proposed lines. The existing wooden lines are to be abandoned under the City's contract.
There are several incidental structures, such as manholes and water valves of the City's that will have to be adjusted to the new grade. I lumped them all together on the cost summary instead of by type of structure.

Several power poles owned by Wasco County P. U. D. will have to be moved. They have been informed and shown which poles will have to be moved. All poles are on the County's right of way.

Also several telephone poles owned by North State Telephone Co. will have to be moved. They have not yet been notified, but the County Engineer and I will meet with them in the next two weeks. A Television cable also occupies these telephone poles plus the street lighting are on them.

Structure:

The structure is located at station 52+25 and is 60 feet long. Our proposal is to construct a single span prestressed slab bridge 44 feet in width which includes a 5 foot sidewalk on the left side. The structure should have a pedestrian rail with two standard 3 tube bridge railings.

The streambed under the structure and upstream and downstream for several hundred feet show exposed basalt rock. The streambed should be lowered 2 feet for a distance of 100 feet upstream and downstream. This section is notorious at high water periods to build up with gravel deposits which creates a choking effect on the structure.

The channel should be slightly changed on the upstream side so to fit the proposed structure opening. There is sufficient rip-rap on the downstream side, however with new channel alignment, the south bank will require some rip-rap. The upstream side will require rip-rap on both banks.

A detour will have to be constructed on the downstream side of the structure. A bid item has tentatively been set up to construct, furnish pipe and to remove the detour. The detour should have a surfaced top of 4 inches of base rock and a heavy shot of prime coat.

The suggested construction time in the creek allowed by the Wildlife Commission for 15 mile creek is November first to December thirty first. I talked to Jim Newton of the local office of the Wildlife Commission and he indicated that they could stretch the construction season in water from September 1st to December 31st. I also asked if there would be any problem in making a minor channel alignment to fit the structure opening and he indicated that there would not be any problem, however deepening the channel is another story. At this time they have not said yes or no but will confer with me at a later date.

Signing:

Enclosed with the location data is a list of existing permanent directional and street signing. Most of the signing is in fair condition and can be salvaged and reinstalled. I would suggest that we set up a bid item to salvage and reinstall; and if any signs need replacing at a later date then have it done by extra work.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Dufur By Pass UNIT OR PART _____ Sheet ___ of ___

HIGHWAY FAS 942 PREFIX 533-1926 COUNTY Wasco

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization	Lump Sum	100%		$ 29,147.90
2		Temporary Prot. & Dir. of Traffic	A. S.	100%		$ 4,500.00
3		Temporary Signs	Sq. Ft.	335	$ 4.00	$ 1,340.00
4		Flagman	Hour	720	$15.00	$ 10,800.00
5		Clearing and Grubbing	A. S.	100%	$750.00	$ 750.00
6		Removal of Structures & Obstructions	A. S.	100%	$4,000.00	$ 4,000.00
7		General Excavation	Cu. Yd.	9,200	$ 1.75	$ 16,100.00
8		Install and Remove Detour	A. S.	100%	$3,000.00	$ 3,000.00
9		Trench Excavation	Cu. Yd.	1,208	$ 5.00	$ 6,040.00
10		Class 700 Rip-rap	Cu. Yd.	150	$ 10.00	$ 1,500.00
11		Watering	M-Gal	240	$ 4.00	$ 1,200.00
12		Channel Excavation	Cu. Yd.	200	$10.00	$ 2,000.00
13		1"-0 Aggregate Base	Ton	16,500	$ 4.25	$ 69,946.50

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Dufur By Pass UNIT OR PART _____ Sheet ___ of ___
HIGHWAY FAS 942 PREFIX 533-1926 COUNTY Wasco

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
14		Class "B" or "C" Asphalt Mix	Ton	4825	$ 10.00	$ 48,250.00
15		Asphalt Cement in Mix	Ton	314	$ 90.00	$ 28,260.00
16		12" Culvert Pipe	Lin. Ft.	174	$ 8.00	$ 1,392.00
17		18" Culvert Pipe	Lin. Ft.	178	$ 10.50	$ 1,869.00
18		18" Arch Pipe	Lin. Ft.	56	$ 13.50	$ 756.00
19		36" Culvert Pipe	Lin. Ft.	20	$ 28.50	$ 570.00
20		12" Storm Sewer	Lin. Ft.	244	$ 8.50	$ 2,074.00
21		18" Storm Sewer	Lin. Ft.	1093	$ 11.50	$ 12,569.50
22		30" Storm Sewer	Lin. Ft.	460	$ 21.50	$ 9,890.00
23		36" Storm Sewer	Lin. Ft.	605	$ 28.50	$ 17,242.50
24		Adjustment of Incidental Structures	Each	45	$100.00	$ 4,500.00
25		Inlet-All Types	Each	18	$450.00	$ 8,100.00
26		Paved Culvert End Slopes	Sq. Ft.	58	$ 7.00	$ 406.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Dufur By Pass UNIT OR PART _____ Sheet ___ of ___

HIGHWAY FAS 942 PREFIX 533-1926 COUNTY Wasco

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
27		Manholes	each	4	600.00	$ 2,400.00
28		Concrete Curbs	Cu. Yd.	192.22	$ 90.00	$ 17,299.80
29		Concrete Sidewalks	Sq. Yd.	2,989	$ 6.50	$19,428.50
30		Concrete in Walls & Stairways	Cu. Yd.	58	$ 100.00	$ 5,800.00
31		Reinforcements in Walls & Stairways	Lbs.	1,665	$ 0.60	$ 999.00
32		Concrete Driveways	Sq. Yd.	200	8.00	$ 1,600.00
33		Shoring and Cribbing	A. S.	100%	$	$ 1,000.00
34		Bridge Removal Work	All Spec.	100%	$5000.00	$ 5,000.00
35		Structural Excavation	Cu. Yd.	12	$ 20.00	$ 240.00
36		Structural Exc. Below Elev. Shown	Cu. Yd.	2	$ 20.00	$ 40.00
37		Class "A" Concrete	All Spec.	100%	$9,000.00	$9,000.00
38		Reinforcement	A. S.	100%	$3,456.00	$3,456.00
39		Prestressed Slabs 4'x60'/65'	Each	11	$3,200.00	$35,200.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Dufur Bypass UNIT OR PART _____ Sheet ___ of ___
HIGHWAY FAS 942 PREFIX 533-1926 COUNTY Wasco

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
40		Three Tube Railing	Lin. Ft.	120	$ 42.00	5,040.00
41		Pedestrian Railing	Lin. Ft.	60	27.00	1,620.00
42		Guardrail, Type I	Lin. Ft.	100	5.50	550.00
43		Rail End Pieces, Type "C"	each	2	250.00	500.00
44		Guide Posts	each	8	15.00	120.00
45		Salvage & Reinstall Signs	L. S.	100%	1,750.00	1,750.00
			TOTAL BID ITEMS			$397,546.20
		ANTICIPATED ITEMS				
		10-inch Casing				220.00
		Permanent Striping				600.00
			SUB-TOTAL			$398,366.70
13½%		Enginnering and Contingencies				53,779.50
			TOTAL PROJECT COST			$452,146.20

8596 1-10-77
602

FIFTEEN MILE CR. BRIDGE
Boyd Market Rd.

DATE

6-11-75 REC'D PROJ. APPLICATION TOTAL EST. $90,000
32' Roadway w/sidewalk 5' - EXISTING 22'
Length undetermined - EXISTING 41'
Const Approaches, Const & Maint Detour.

6-30-75 COMMISSION APPROVAL $90,000
CAT. 3 NON-MAN.

— FIELD DATA REC'D. 90,724.54
40' w/sw. 6'
50' Length

7-2-76 DESIGN EST. $145,867.93
32' w/ sw 5'
60' Length
340' ROADWAY WORK

Channel Exc. - $10,000
Str. Concrete - 5,000
Pre.Str. Slabs - 11,000
Roadwork & Detour - 20,000

SCHEDULED April 28-77

DETOUR BY PASS

10-9-75 PROJ. APP. TOTAL EST. $338,000
CONST ROADWAY 36-44' WIDTH - 1500' ?
40' STRUCT. w/5' S.W.
LENGTH 75'

10-28-75 COMMISSION APPROVAL $360,000
CAT. 3 NON-MAJOR

1-26-76 P.E. PROGRAM APPRVD - 24,800
Length 1.85 mi.

SCHEDULED - MARCH 24-77

32' Roadway w/ Sidewalk 5' - Existing 22'
Length undetermined - Existing 41'
Const Approaches, Const & Maint Detour.

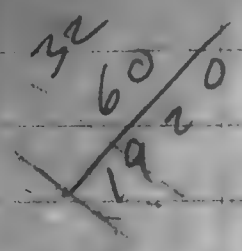
6-30-75 Commission Approval $90,000
Cat. 3 Non-Maj.

— Field Data Rec'd. 90,724.54
40' w/Sw. 5'
50' Length

7-2-76 Design Est. $145,867.93
32' w/ Sw 5'
60' Length
340' Roadway Work

Channel Exc. - $10,000
Str. Concrete - 5,000
Pre. Str. Slabs - 11,000
Roadwork & Detour - 20,000

Scheduled April 28-77



Dufur By Pass

10-9-75 Prel. App. Total Est. $338,000
Const Roadway 36-44' width - 1500' — ?
40' Struct. w/5' S.W.
Length 75'

10-28-75 Commission Approval $360,000
Cat. 3 Non-Major

1-26-76 P.E. Program Approved - 24,800
Length 1.85 mi.

Scheduled - March 24-77

1-10-77 Field Est. From Norm Oliva — Bob Wallings
$433,000 Total

9576

December 3, 1976

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5968

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Dufur Bypass on FAS B409 and B409 Spur.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[redacted]

Att.

cc Don Harwell (agree. att.)

8516 1-26-76 8

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F 507 (1)

STATE PROJECT NO.
Dufur Section

FROM:
Mr. G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-84

COUNTY NAME
Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HIGHWAY ENGR
JAN 29 '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-26-76	Secondary Route 942	County Road

GENERAL LOCATION:
County Road - NCL Dufur south 1.85 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including PE by utility forces at a total estimated cost of $24,800 - Federal funds $19,300
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-22-76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-26-76	D. K. Hassmer	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-22-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
84	RS-607(1)	1.85	24,800	19,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Dufur Section Wasco County State of Oregon	Preliminary Engineering including PE by utility forces.

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
Rulien
FOR

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-26-76	G. K. Hoesmen G. K. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

GPO 915-690

8596

PRO 6-2

January 22, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-607(1)

We are submitting program data for one project, Item No. 24, Project No. RS-607(1), "Dufur Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

(2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $24,000 and obligation of $19,300 in Federal funds.

CL:md

Encl.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 22, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., NCL Dufur, S. 1.85 mi.		ADT	PRESENT: DHV 80 / 650	FUTURE: 1,000	YEAR: 96	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering		NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S): RS-	NUMBER: 607		
CARD	CLASS OF FEDERAL FUNDS: Rural Secondary							COUNTY NAME: Wasco					
	NAME OF URBAN AREA: -----							ROUTE NO. S	FEDERAL-AID: 942	STATE: Co. Rd.			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 B)	(16)	41	42	43 46	53	Co. Rd., N. City limits Dufur, S. 1.85 mi.	(54) (58)	(59) (66)	(67) (70)		
5					PE			1.85	24,800	19,300	5,500	
5					ROW							
5					CONST (CODE)		"Dufur Section"					
							PROJECT TOTALS	1.85	24,800	19,300	5,500	

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
ENGR. ☐ C.O.E. ☐ CE ☐ AE ☐ ME ☐
OPE ☐ CE ☐ RE ☐ PRE ☐

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

(16) (22) (24) (30) REMARKS

*JAN 26 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

January 22, 1976

FEDERAL-AID PROGRAM DATA

OJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
o. Rd., NCL Dufur, S. 1.85 mi.	ADT	DHV 80 650	1,000	96	10	Oregon	41	075	84

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
neering								RS-	607	(1)		

S	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Wasco	065	1 OR X 2
-----	ROUTE NO. S — FEDERAL-AID 942 — STATE Co. Rd. — U.S. ----		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co. Rd., N. City limits Dufur, S. 1.85 mi.	1.85	24,800	19,300	5,500		Preliminary engineering.; all phases incl. P.E. by Utility forces (Future const. 36'-44' roadway. Partial curbs, sidewalks & one bridge (L-75'). ROW - 80' normal; Access control-none; Parking restrictions-none.
OW								
ONST (CODE)		"Dufur Section"						
Y CL		PROJECT TOTALS	1.85	24,800	19,300	5,500		

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ RE ☐ ME
☐ UPE ☐ CE ☐ RE ☐ PPE

PROVAL DATES

1976

REMARKS

ON DIVISION

-Over-

DUFUR SECTION

PROJECT NO. RS-607(1)

Existing Facilities:

Roadway--18-foot oil surface with 3-foot shoulders.
Structure--Fifteen Mile Cr. Bridge #1069, 72'8" RCDG, HC 22'4",
5' sidewalk each side.

Adjacent Sections:

N. End--22-foot A.C. surface with 4-foot paved shoulders.
S. End--Connection with the Dalles-California Hwy. FAP4.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction necessary to widening the existing facility to a variable 36 to 44-foot roadway with partial curbed sections, sidewalks and one reinforced concrete bridge, length of 75 feet, horizontal clearance 40 feet with a 5-foot sidewalk on the west side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 4, 1975.

IM 50-1-70 Requirements:

(1) State Clearinghouse--Exempt from A-95 working agreement.
(2) District 9 Clearinghouse--Waiver of A-9 requested under program submittal lett

FHPM 7-7-5 Requirements:

(a) Public Hearings-- None required under (Category 3 Project).
(b) Location/Design--Not a factor in the de project.

Data for PR-37:

Preliminary Engineering--Field Work------$15
P.S. & E. Preparation------ $
Total $24

Note: This project is in Congressional Distric

DUFUR SECTION

PROJECT NO. RS-607(1)

il surface with 3-foot shoulders.
Mile Cr. Bridge #1069, 72'8" RCDG, HC 22'4",
walk each side.

C. surface with 4-foot paved shoulders.
with the Dalles-California Hwy. FAP4.

der this project consists of preliminary engineering
g preliminary engineering by utility forces as re-
re construction necessary to widening the existing
ble 36 to 44-foot roadway with partial curbed sections,
reinforced concrete bridge, length of 75 feet, horizontal
with a 5-foot sidewalk on the west side.

s, Railroads, Water Developments, Historical and Recreational
ved.

: None required.

s: Nonmajor action project concurred in by FHWA on December

IM 50-1-70 Requirements:

(1) State Clearinghouse--Exempt from A-95 review under working agreement.
(2) District 9 Clearinghouse--Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-5 Requirements:

(a) Public Hearings-- None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering--Field Work------	$15,300
P.S. & E. Preparation------	9,500
Total	$24,800

Note: This project is in Congressional District No. 2.

8596 — Dist 4

Form E-20 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dufur By Pass — Date December 19, 19 75

Highway FAS 942 — Authorization No. 1

County Wasco — Survey Prefix 53 - 1926 (Assigned by Salem office)

Description of termini, route, length, etc.:

County Road FAS 942 through the town of Dufur off of US 197 and back to US197.
Structure to be replaced across fifteem Mile creek.
Total length of survey Approximately 2 miles.

Purpose of survey: To prepare plans and cost estimates for construction of project.

Estimate of cost:

Foundation Exploration	926	1,000
Field	901	11,500
Plans	905	2,000
Bridge	906	7,000
Soils	910	1,000
Traffic	911	250
~~Xxxxxx~~ Liaison	913	250
Utility	914	100
Hydraulics	918	1,000
Proj. Mgt.	920	100
Specifications	921	400
~~Environmental~~	~~928~~	~~250~~

RS-607(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 24,850

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Norman L Oliva
Field Engineer

Norman L Oliva

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
F. E. APPR. 1-26-76
FED. AID FAS C STATE .....

N

BEN GIFFORD

8596

fas 942
Wasco Co

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PR04-3

Salem, Oregon
December 8, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Dufur Section
FAS 942
Wasco County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
~~County~~/City Unit
D. E. Swan
B. L. Gifford
Region 4 : Carl Williams
District 9: R. S. Hawkins

RECEIVED
STATE HWY ENGR
DEC 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
COUNTY & CITY SECTION
DEC 16 1975
ENGR. COORD. DE AE DE
DPE DE DE DPE

APPROVED
DN
F. S. Hunter
Date 12-9-75

DEC 8 1975

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project RS-607(-)
Dufur Section
FAS 942

SUBJECT: Wasco County
Project Assessment

DATE: December 4, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 24 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L Kyppus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
DEC 8 '75
REFER TO
FOR
Info | Inve | R/D | D/R | S/R | Adj | File

RECEIVED
STATE HWY ENGR
DEC 5'75
REFER TO
Rulien
FOR
Info | Inve | R/D | D/R | S/R | Adj | File
cy Johnson
12-5-75

DEC 8 1975

BEN GIFFORD

DEC 5 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 18, 1975

A. PROJECT IDENTIFICATION

Name of Project Dufur Section (Section) RS-607 (-)

Location of Project Dufur CITY STREETS (Highway Name) (FAS 942) (Highway No., US - ORE)

Dufur (City) Wasco (County) Four (Region)

Program FASC (Funding) $338,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Construction of a new bridge to provide additional travel width and increase flow area for channel; to provide upgrading of deteriorated pedestrian (bicycle ways; to provide upgrading of deteriorated commercial and residential streets.

Origin and History: Wasco County's priority planning program for road improvements indicates necessity for road improvement in this area.

C. DESCRIPTION OF PROJECT

Length Approximately 1.85 miles.

Termini See attached map marked Exhibit "A".

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No right-of-way is required. Adjacent land uses are commercial in town, and residential and agricultural in the balance of the project.

Typical Section See attached cross sections marked Exhibit "B".

Structures reinforced concrete structure.

Characteristics (ADT) North end of project 700, Main Street 1,000, south end of project 400.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [x] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location alternatives on any east/west street would require r/w acquisition and disruption of residential property. Alternative location on north/south streets would redirect through traffic into residential property and fail to provide access to existing commercial areas. Design alternative of other than clear span would perpetuate existing channel obstruction causing flooding of commercial and residential property.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [x] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [x] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) _____

The Fifteen Mile Creek Watershed, a tributary of the Columbia River, contains 163,300 acres in Wasco and Hood River Counties. Fifteen Mile Creek originates on Lookout Mountain and flows in a northeasterly direction through Dufur toward the Columbia River. It changes to a westerly direction in the lower reaches of the watershed and empties into the Columbia River near The Dalles Dam. The watershed is about 40 miles long and 2 to 12 miles wide. Elevations range from 6,525 feet on Lookout Mountain to around 120 feet at the Columbia River.

The stream contains fish life and is the spawning grounds for trout and steelhead.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Adjacent land uses are generally commercial on Main Street and generally residential and agricultural on the balance of the route. The project will not contribute to increased traffic flow in the area, therefore, will not increase the noise level with the exception of incidental noise during the construction phase. The air quality is quite high in Dufur, a city of approximately 500 population. Utilities that might be affected are water, sewer, electrical power and telephone.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Existing r/w should be sufficient.

   Consequences:

   N/A

2. Estimated Changes in Traffic Patterns:

   No changes in traffic pattern are anticipated.

   Consequences:

   N/A

3. Estimated Changes in Land Use:

   No anticipated change in land use.

   Consequences:

   N/A

4. Expected Adverse Effects on Natural Ecological Resources:

   There will be some disturbance of the streambed involved in the construction of footings and channel work. The work will be coordinated with the Wildlife Commission Area Biologist and work conditions will be specified on the required permit from the State Land Board.

   Consequences:

   Significant consequences on aquatic flora and fauna are not expected.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   The small amount of channel improvement and riprap to control potential erosion will slightly change the existing channel configuration.

   Consequences:

   None of significance are anticipated.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Due to the scope of the project being primarily an upgrading of facilities now in place and the replacement of a bridge at its existing location, we do not feel that there are any areas of environment concern.

7. Potential for Controversial Issues:

No potential for controversy is evident.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

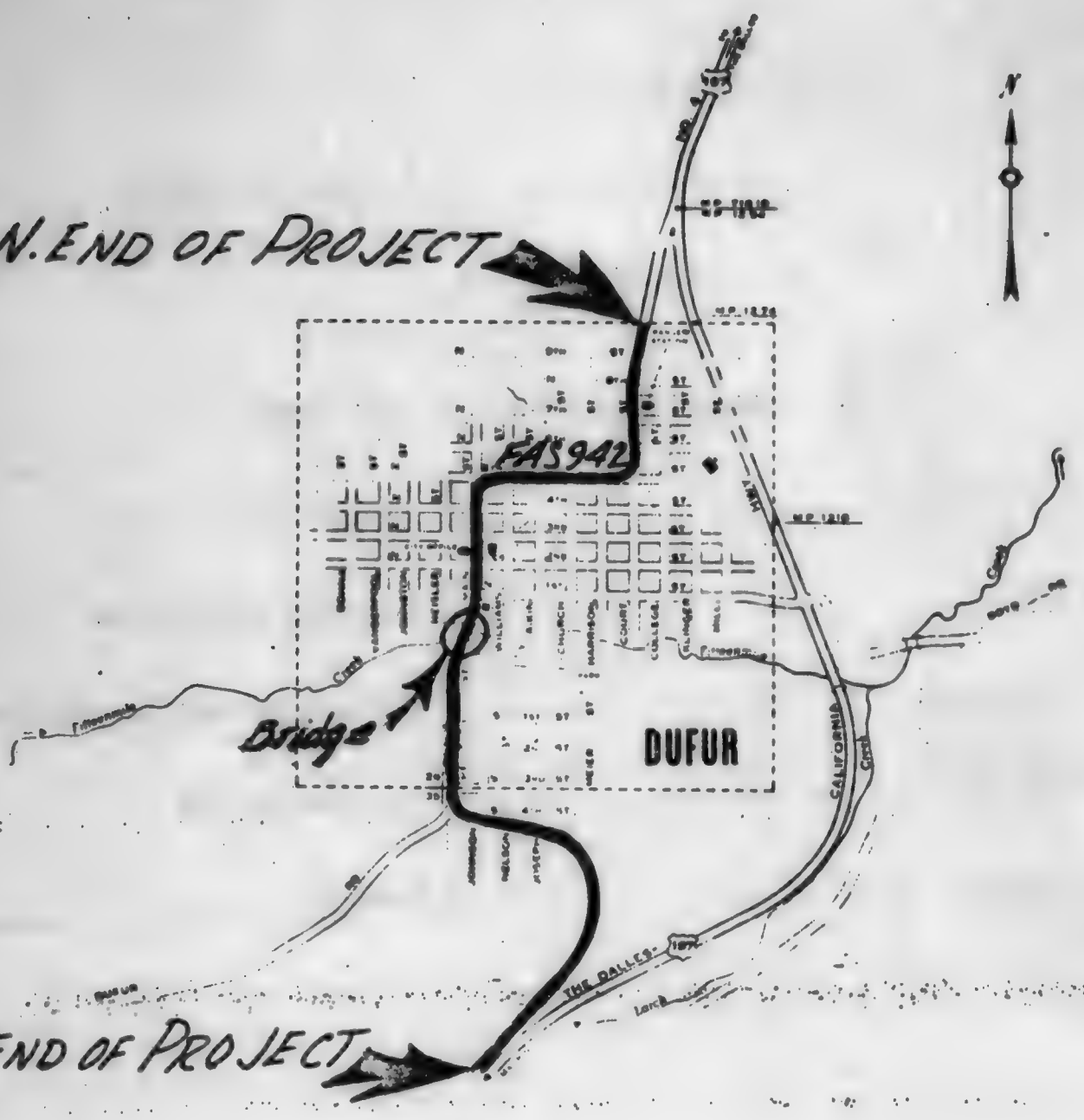
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____



DUFUR
FAS 942

SECTION
Wasco County

8596

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-607(-)
Dufur Section
FAS 942
Wasco County
Project Assessment

DATE: December 4, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 24 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L Kyppus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
DEC 5'75
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sgn | Act | File
✓
cy Information

8596

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
OCT 28 1975
4f.

SUBJECT FAS-C Proposed Projects

Attached are tabulations and maps describing and locating three proposed federal aid secondary projects; one each in Curry, Wasco and Washington Counties.

2

The project in Curry County is for a bridge over Hunter Creek on Hunter Road, FAS 08-109. The FAS funds required for this structure are estimated to be approximately $110,000 of which $12,100 will be the cost to the State.

Wasco County is requesting a grading, paving and structure project on the Dufur Bypass Section on FAS 942. The FAS funds required for this project are estimated to be approximately $350,000 of which $28,500 will be the cost to the State.

The project request by Washington County is to widen and pave the Cornell Road-Croeni Road Section of Cornelius Pass Road, FAS 632. The FAS funds required for this project are estimated to be approximately $260,000 of which $28,600 will be the cost to the State.

These projects will be on the agenda for the October 28 Commission meeting, and I recommend your approval.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
Vern Skoog
Don Harwell
Gary L. Sund
Jack Graham
Ed Hardt
C. M. Williams

NOTED
HEAD

HR:scr dpv

WASCO COUNTY
Proposed FAS-C Project

FAS 942
Dufur By-Pass
Grade, Base, Curb and Structure
Approximately 1,500 feet
$350,000

Grade, drain, base, curb and pave a roadway varying from 36 to 44 feet in width with sidewalks and footpaths. Also construct a bridge over Fifteenmile Creek, approximately 75 feet long with a 40-foot roadway and a 5-foot sidewalk on the upstream side.

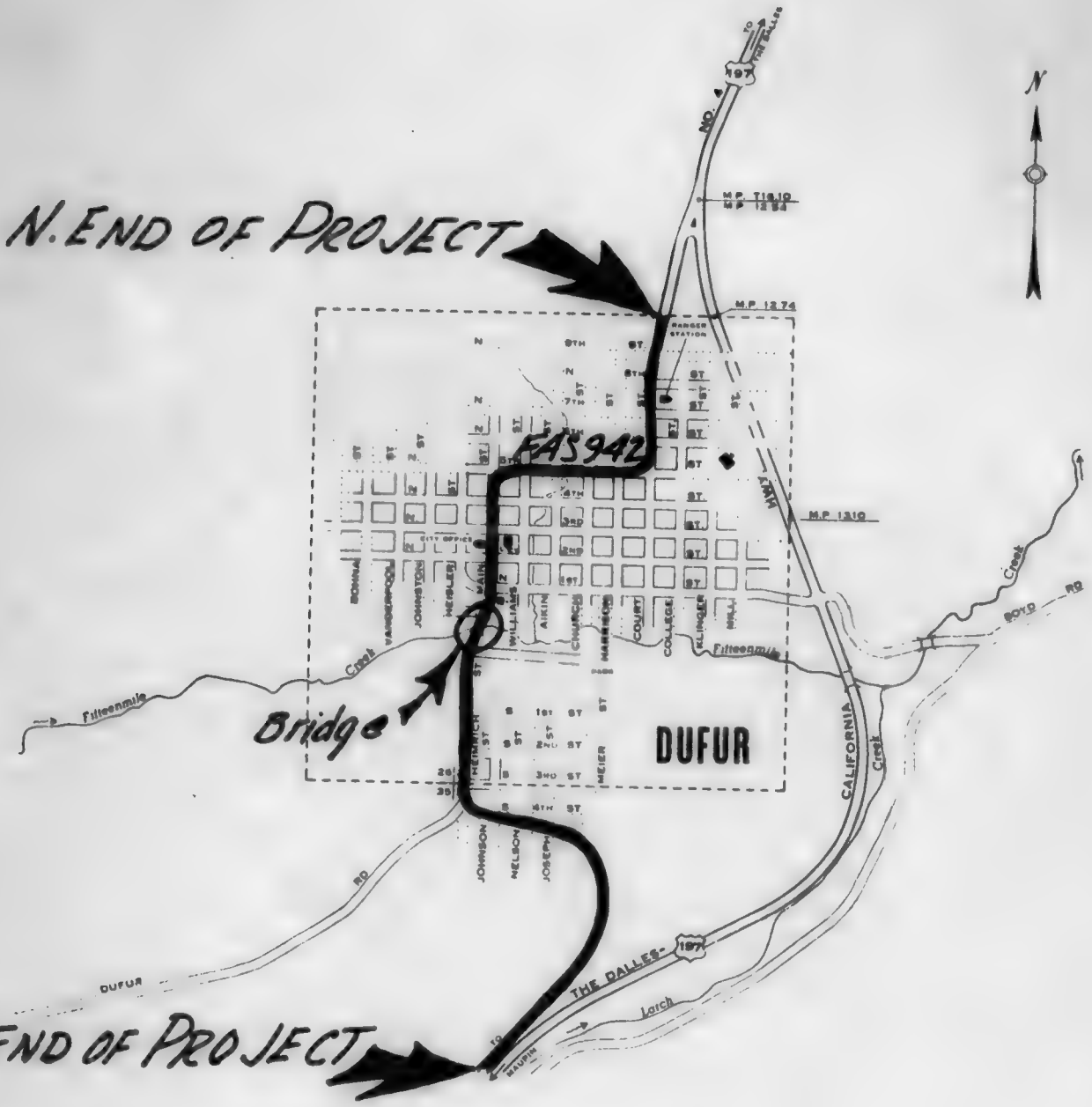
Contractor is to install guardrail, remove and dispose of the existing bridge, place any necessary riprap and be responsible for signing during construction.

Utilities are involved.

No additional right-of-way required.

State is to make survey and plans.

75-h
10/14/75



DUFUR BY-PASS SECTION

FAS 942

Wasco County

8596

10-14-75

WASCO COUNTY
Proposed FAS-C Project

FAS 942
Dufur By-Pass
Grade, Base, Curb and Structure
Approximately 1,500 feet
$350,000

Grade, drain, base, curb and pave a roadway varying from 36 to 44 feet in width with sidewalks and footpaths. Also construct a bridge over Fifteenmile Creek, approximately 75 feet long with a 40-foot roadway and a 5-foot sidewalk on the upstream side.

Contractor is to install guardrail, remove and dispose of the existing bridge, place any necessary riprap and be responsible for signing during construction.

Utilities are involved.

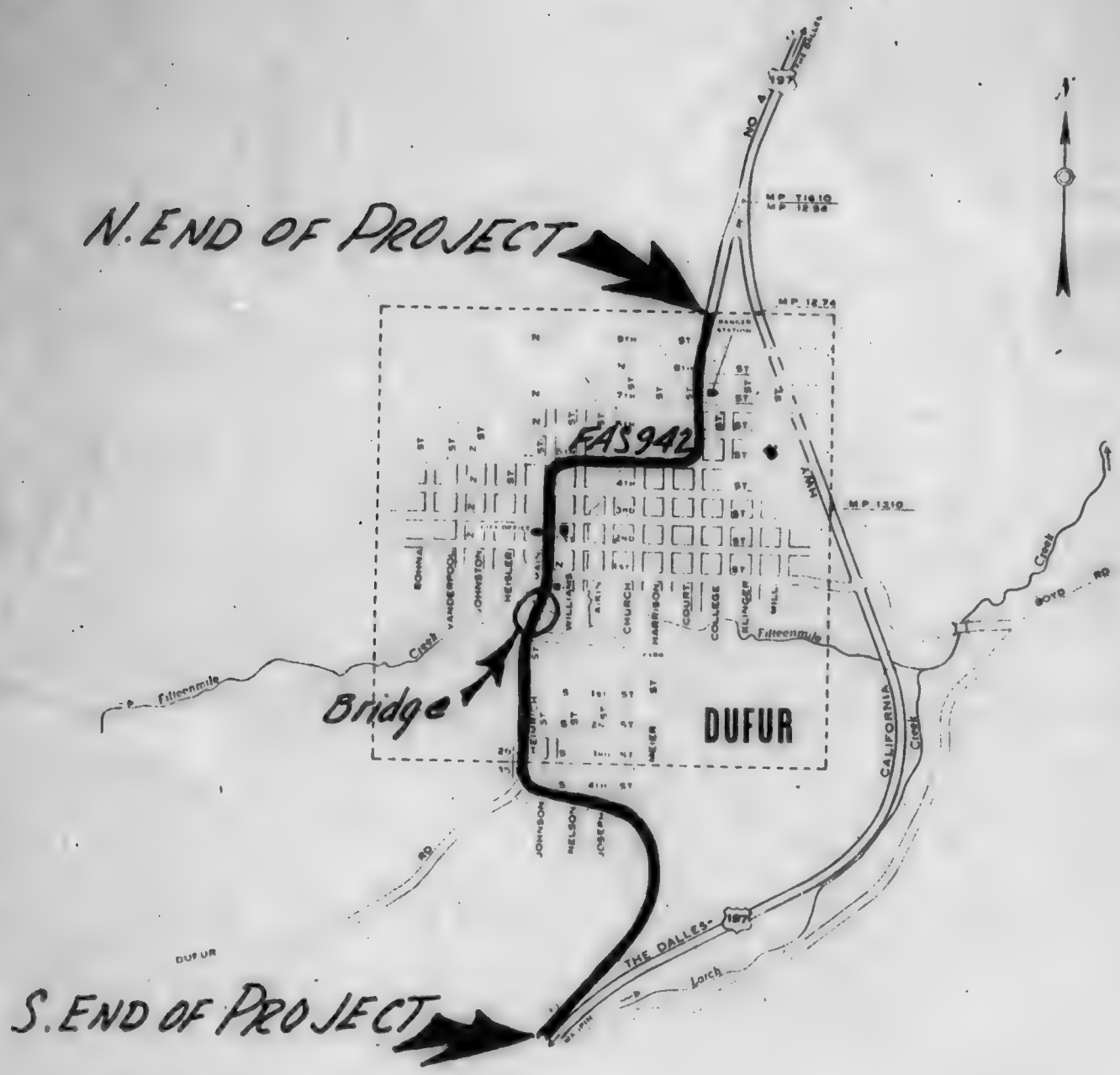
No additional right-of-way required.

State is to make survey and plans.

APPR. TRANS. COM. 10-28-75

Project Environmental Assessment
at Enviroment (Ramjove) 11-18-75

75-h
10/14/75



DUFUR BY-PASS SECTION

FAS 942 Wasco County

8596

Wasco 942

FAS-C

[redacted] COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Wasco FAS No. 942 Date 10/1/75
County Road Name Dufur Bypass No. 175
Section Name --
Type of Project Road and bridge
Location of Project (Attach sketch map)
ADT Design Speed

Is this request for county bridge design only? Yes ____ No x
county FAS bridge design? Yes x No ____
Will County hire consultant for this project? Yes ____ No x
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC Total Travel Width 24
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type AC Width Each Side Main St. 10 Balance of road 6
(AC, Pug Cold Mix, Oil Mat) Total Top Width 44 and 36

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract x

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract x
Has base design been given to County? Yes ____ No x
Will it be furnished? Yes ____ No x

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract x

6. Binder Course:
By County ____ County Date of Completion ____ By Contract x

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract x

8. Clearing:
By County ____ County Date of Completion ____ By Contract x

9. Curbs:
Curbs Required? Yes x No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Existing curbs are to be replaced with new curbs
Width between curbs 44'

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

13

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes x No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway 5 & 8 ft. ft.
What type of surface treatment is desired PCC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes x No_____
What type of separation from roadway will be used? Curbs
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes x(on portions) No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes x No_____

12. Will replacement be by: County_____ Contract x
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No x

14. Will County adjust structure to additional width? Yes____ No x

15. Will adjusted width be standard? Yes____ No x
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No x

17. Does County wish sight posts installed? Yes____ No x

18. Does County wish State to permanently stripe project? Yes____ No x

19. Will County do striping? Yes x No_____

20. Does County wish guardrail installed? Yes x No_____
By County_____ Contractor x
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No x
By seeding and mulching Yes____ No x
By rock blanket Yes____ No x
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No x

23. Can through traffic be detoured? Yes x No_____

24. Must new detour be constructed? Yes____ No x

25. Will detour be constructed and maintained by County? Yes_____ No_X_

26. Will detour be constructed & maintained by Contractor? Yes_X_ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_X_

28. Will Contractor sign project outside work area during construction?
Yes_X_ No_____

29. Should contract provide for permanent signing? Yes_X_ No_____

30. Should State do permanent signing? Yes_X_ No_____

31. Will traffic signals be required? Yes_____ No_X_
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_X_
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I: Due to deterioration, the existing curbs and pedestrian-Bicycle ways will have to be replaced. Main Street will require installation of storm sewer.

II. BRIDGE PROJECT DATA

1. Name of river or stream Fifteen Mile Creek

2. Name of bridge_____

3. Dimensions of existing bridge. Length 71.5 Roadway Width 21.4

4. Type of design and material used in existing bridge. Reinforced concrete

5. Location (please attach map with location marked):_____
Section 25,25,36 Township 1 S. Range 13 E., W.M.

6. Desired width of proposed bridge Roadway width and sidewalk Approx. length to be determined by hydrology
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes X No
Upstream Downstream X Width 5'

8. Does County wish a particular type of bridge design? Yes No
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Asso 4

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes No X
Explain

10. Foundation Testing: By County? Yes No X
By State? Yes X No

11. Will County close road during construction? Yes No X

12. Can presently established road be used as detour? Yes No X

13. Must a new detour be constructed? Yes X No

14. Will detour be constructed & maintained by County? Yes No X

15. Will detour be constructed & maintained by Contractor? Yes X No

16. Will County sign project outside work area during construction?
Yes No X

17. Will Contractor sign project outside work area during construction?
Yes X No

18. Approaches or Connections by County Yes No X
by Contractor Yes X No
Traveled surface: Type Width
Shoulder surface: Type Width
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes No

N.W. quadrant distance from structure 100 ft.
N.E. quadrant distance from structure 100 ft.
S.W. quadrant distance from structure 45 ft.
S.E. quadrant distance from structure 185 ft.

20. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by County? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No X
By Contractor? Yes X No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes X No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No X

26. Does County wish complete job of illumination in project?
Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By Consultant? Yes ____ No X
   By County? Yes ____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By Consultant? Yes ____ No X
   By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes X No ____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes X No ____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes_____ No X

3. Should State prepare options? Yes_____ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No_____
    If yes, give type and name of utility company: Pacific Power & Light and North State Telephone Co.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: Pacific Power & Light and North State Telephone Co.

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____ To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 338,000.00

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge ~~or Comm.~~ Chairman

By Grant C S Cushman
County Commissioner

By Jesse R Underhill
County Commissioner

By _____
County Engineer or Roadmaster

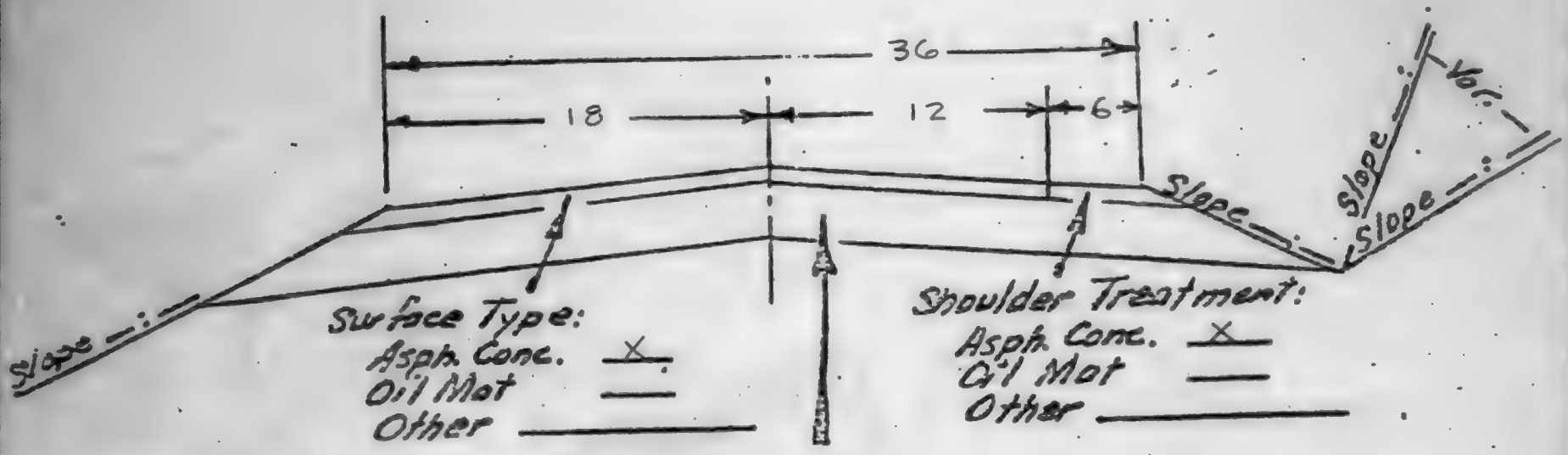
_____
O.S.H.D. Field Engineer

Date _____

County Wasco
Date 10/8/75

TYPICAL SECTION

(A)



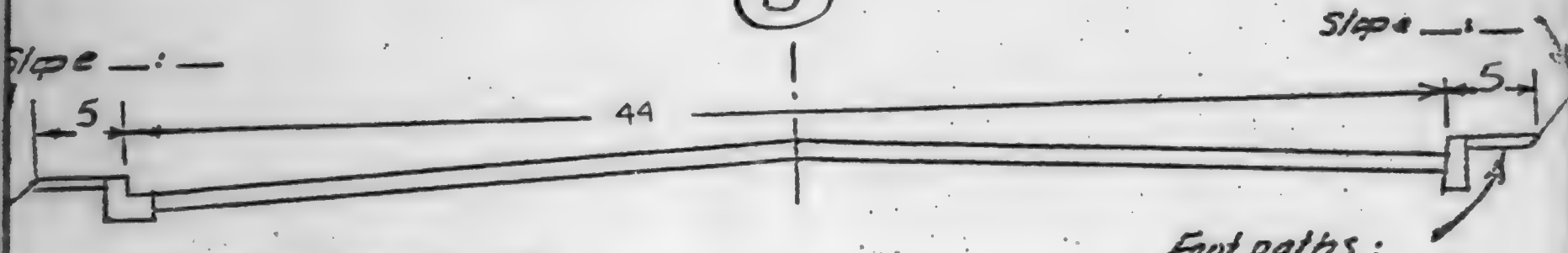
Surface Type:
Asph. Conc. X
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run X
Crushed Stone X
Asph. Treated —
Cement Treated —

Typical Section

(B)

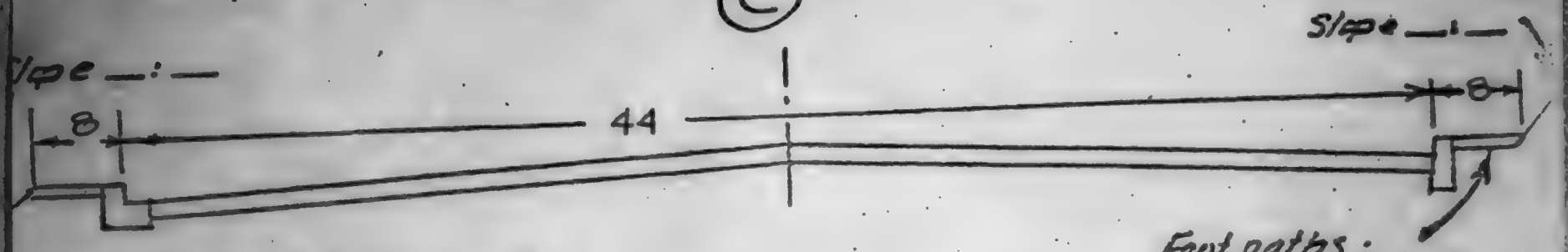


No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Foot paths:
Port. ~~Asph.~~ Conc. 5
Gravel —

Curbs:
Type "C" —
Curb & Gutter X
Other —

Typical Section

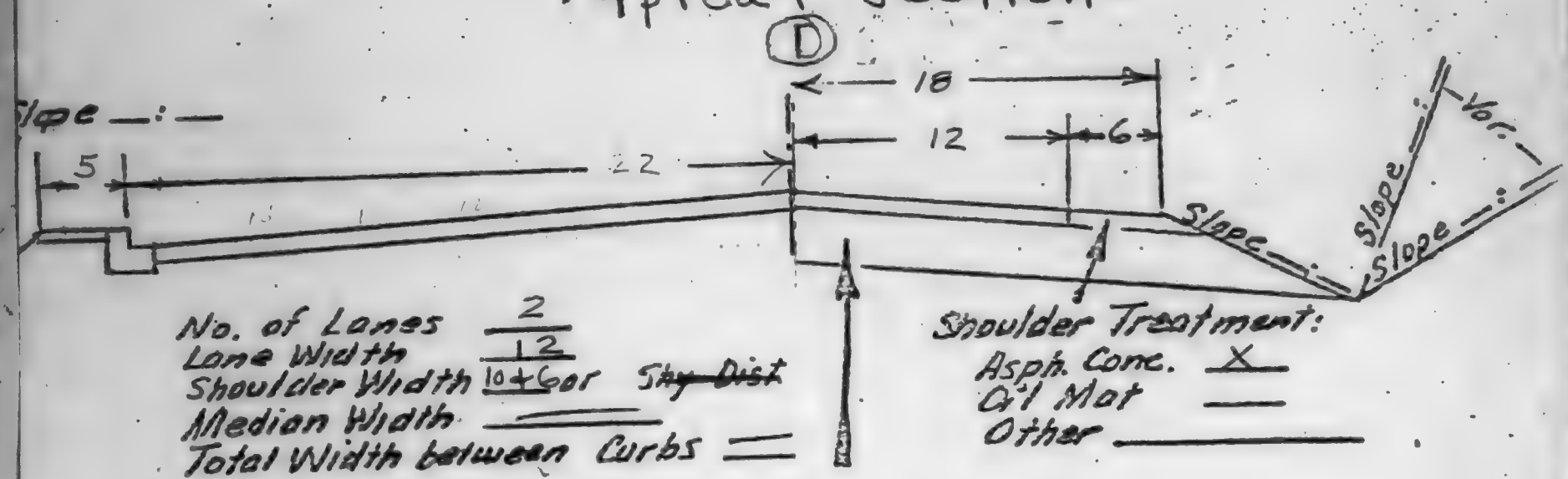


No. of Lanes 2
Lane Width 12
Shoulder Width 10 or Shy Dist. from Curb —
Median Width —
Total Width between Curbs 44

Foot paths:
Port. Asph. Conc. 8
Gravel —

Curbs:
Type "C" —
Curb & Gutter X
Other —

Typical Section



No. of Lanes 2
Lane Width 12
Shoulder Width 10+6 or ~~Shy Dist~~
Median Width —
Total Width between Curbs —

Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Surface Type:
Asph. Conc. X
Oil Mat —
Other —

DUFUR

Out opportunity next Const. 4-17-70

2.03 Ac.

8 198 Ac.

38 190 Ac.

37 183 Ac.

36 186 Ac.

50 3.10 Ac. | 47 2.00 Ac. | 46 2.00 Ac. | 43 2.00 Ac. | 42 200 Ac. | 39 200 Ac.

170 12.50 Ac.

49 3.10 Ac. | 48 200 Ac. | 45 2.00 Ac. | 44 2.00 Ac. | 41 200 Ac. | 40 2.00 Ac.

1.62

2.10 Ac.

9 2.24 Ac.

31 2.31 Ac.

32 2.38 Ac.

33 Ac.

180 4.20 Ac.

228

35 Ac.

34 179

181 020 Ac.

HWY. 197

Typical Sect. A

SEE MAP

SEE MAP

SEE MAP

SEE MAP

SEE MAP

SEE MAP IS 13 26

1S 13 25 BC

1S 13 25 BD

1S 13 25 CB

1S 13 25 CA

STREET

EIGHTH STREET

SEVENTH STREET

SIXTH STREET

FIFTH STREET

FOURTH STREET

THIRD STREET

SECOND STREET

FIRST STREET

HEISLER STREET

WILLIAMS STREET

AKIN STREET

CHURCH STREET

HARRISON STREET

COURT STREET

COLLEGE STREET

KLINGER STREET

MILL STREET

Typical Sect. B

Typical Sect. C

Typical Sect. D

Typical Sect. A

SE Cor. Lot 12, Block 23

52+25

HOGAN'S ALLEY

798.7'

900 9.95 Ac.

800 23.10 Ac.

1000 51.57 Ac.

1100 0.16 Ac.

1002 0.59 Ac.

29-1

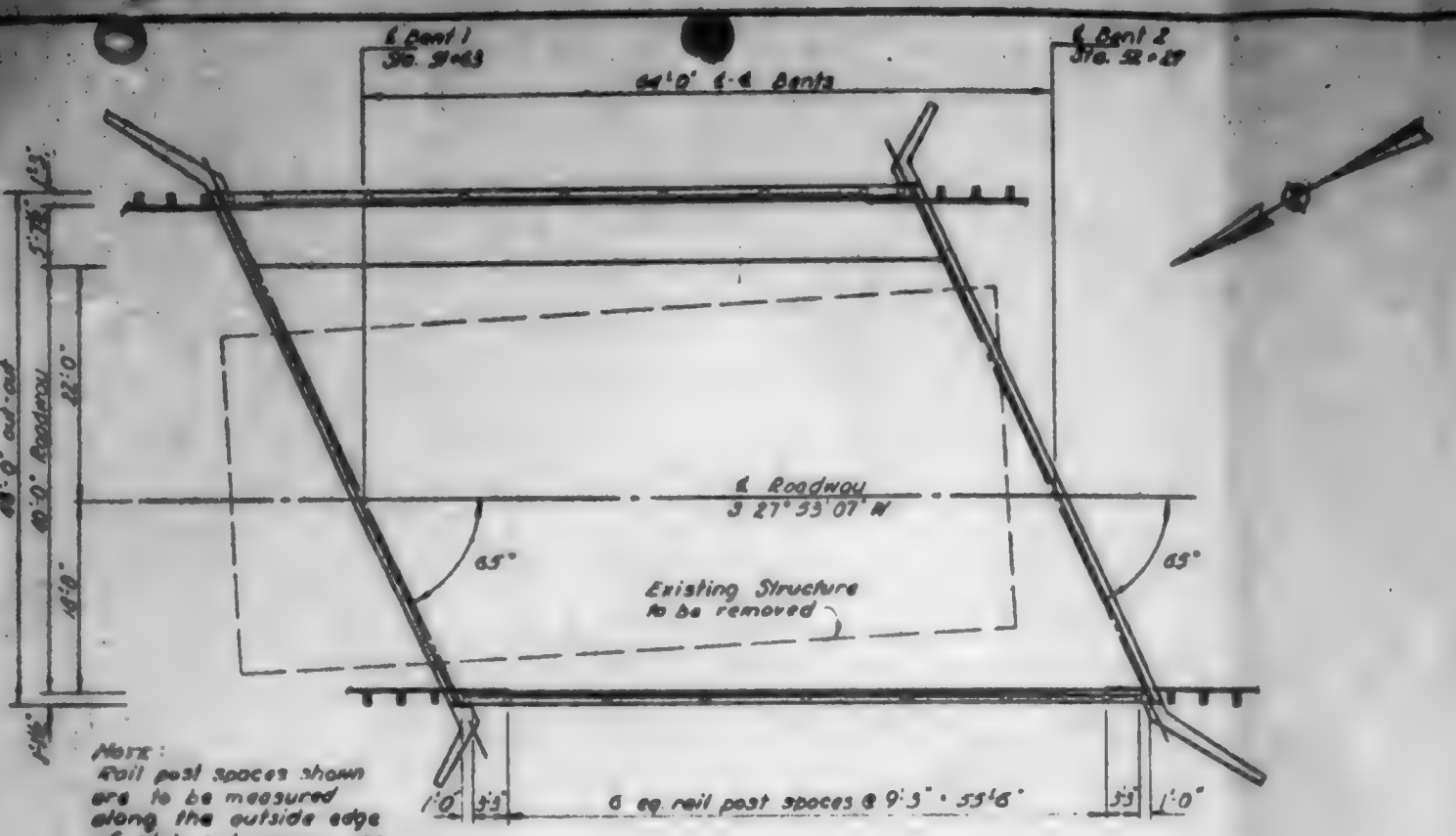
1 5.44 Ac.

2 4.59 Ac.

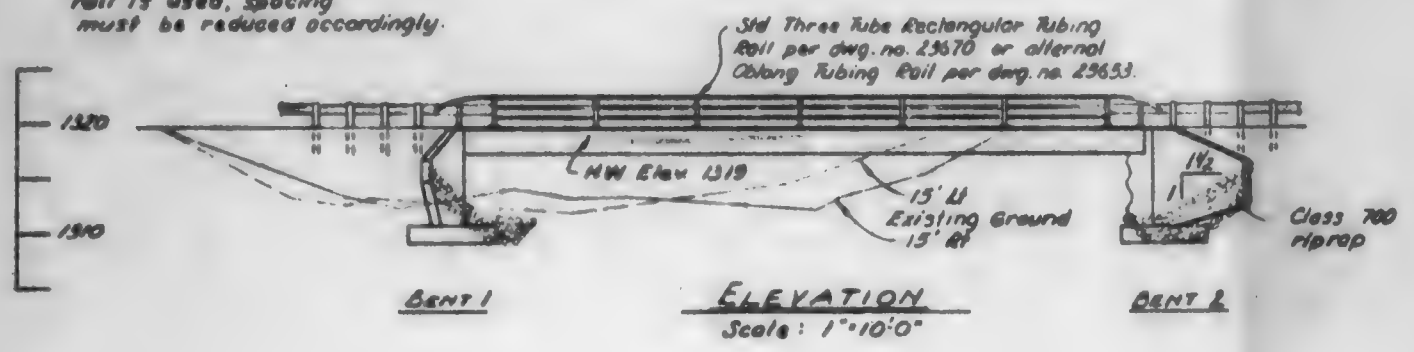
3 5.52 Ac.

4 5.93 Ac.

49
3.10 Ac.
48
2.00Ac.
45
2.00Ac.
44
2.00 Ac.
41
2.00Ac.
40
2.00Ac
1.62
35
Ac.
34
179
181
020Ac
HWY.
Typical Sect. A
SEE MAP
SEE MAP
SEE MAP IS 13 26
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
IS 13 25 BC
IS 13 25 BD
IS 13 25CB
IS 13 25CA
SEE MAP
SEE MAP
SEE MAP
HEISLER STREET
WILLIAMS STREET
AKIN STREET
CHURCH STREET
HARRISON STREET
COURT STREET
COLLEGE STREET
KLINGER STREET
MILL STREET
Typical Sect. B
Typical Sect. C
Typical Sect. D
Typical Sect. A
HOGAN'S ALLEY
52+25
1000
51.57 Ac.
900
9.95Ac.
800
23.10 Ac
1100
0.16 AC
1002
0.59Ac.
29-1
1
5.44Ac.
2
4.59 Ac.
3
5 52 Ac
4
5.93Ac
SEE MAP
IS 13 25CC
MT. HOOD VALLEY
NO. 3
SEE MAP
To U.S. 197

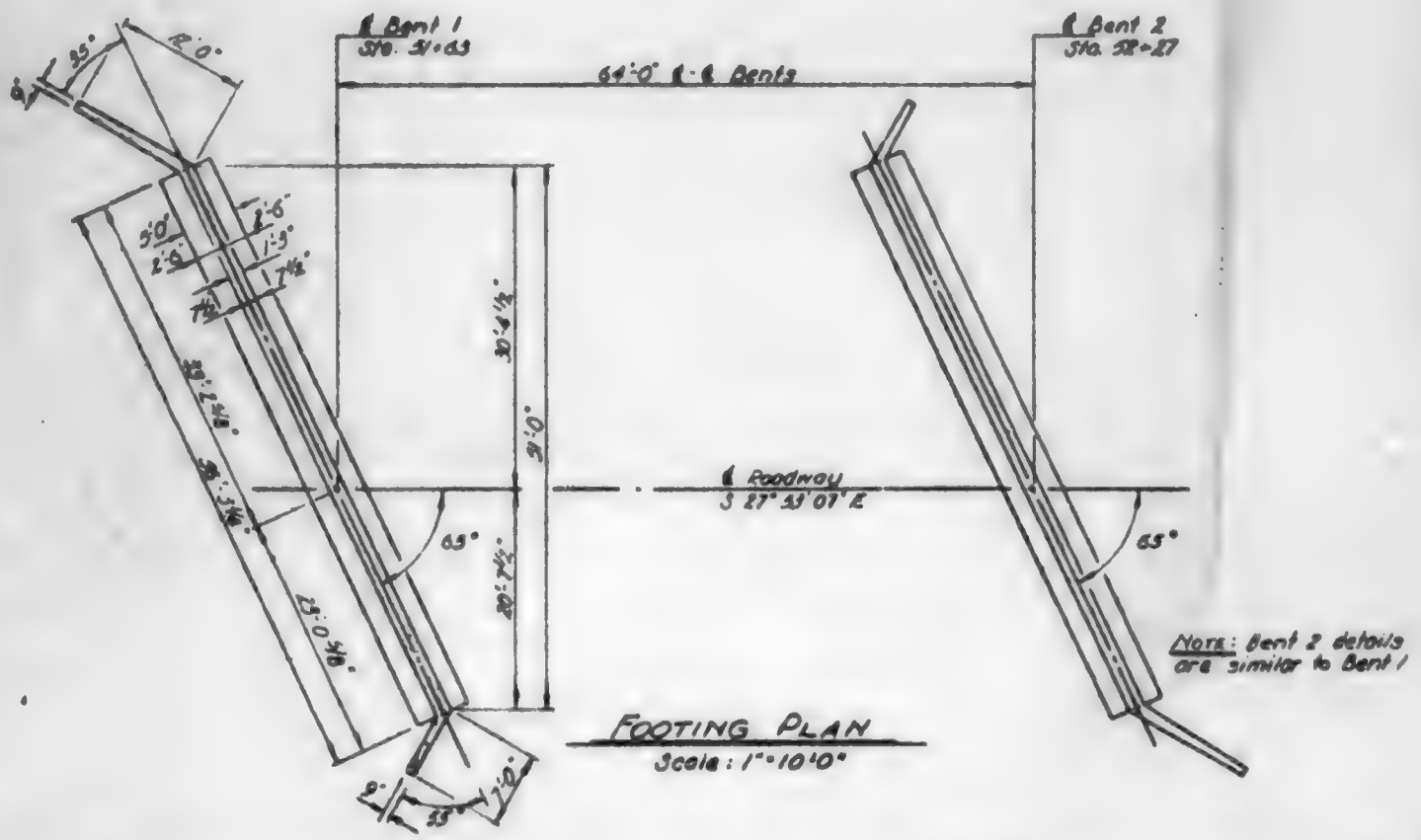


Note:
Rail post spaces shown are to be measured along the outside edge of slab and assume use of rectangular tubing rail (dwg. no. 23670). If alternate oblong tubing rail is used, spacing must be reduced accordingly.



BENT 1 — ELEVATION — BENT 2

Scale: 1"=10'0"

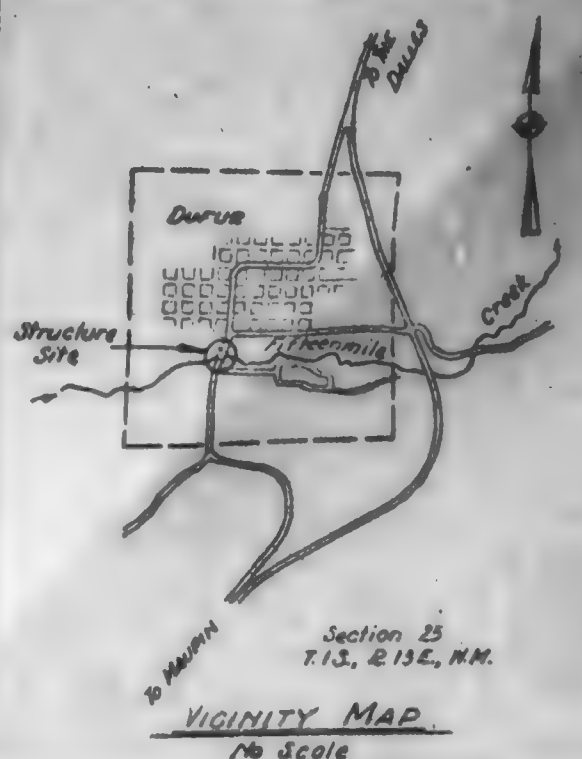


FOOTING PLAN

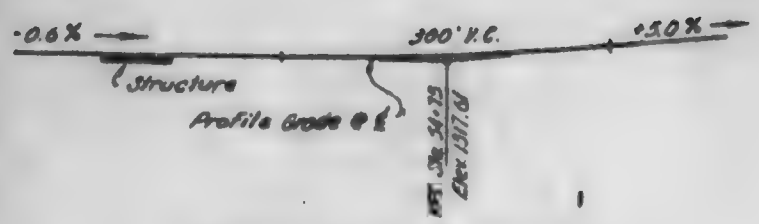
Scale: 1"=10'0"

Note: Bent 2 details are similar to Bent 1

-0.6%



VICINITY MAP
No Scale



GRADE LINE DIAGRAM
No Scale

ADVANCE PLANS

JUL 8 1977

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD YR. (1974)
DISCHARGE - cfs	3400	
FREQUENCY - yrs	25	
H.W. ELEVATION NATURAL CHANNEL	1319	1319

APPROVED:

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED: DM PARENT
DRAWN: NC YOUNG
CHECKED:
REVISED:
REVIEWED:
CALC. BOOK:

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

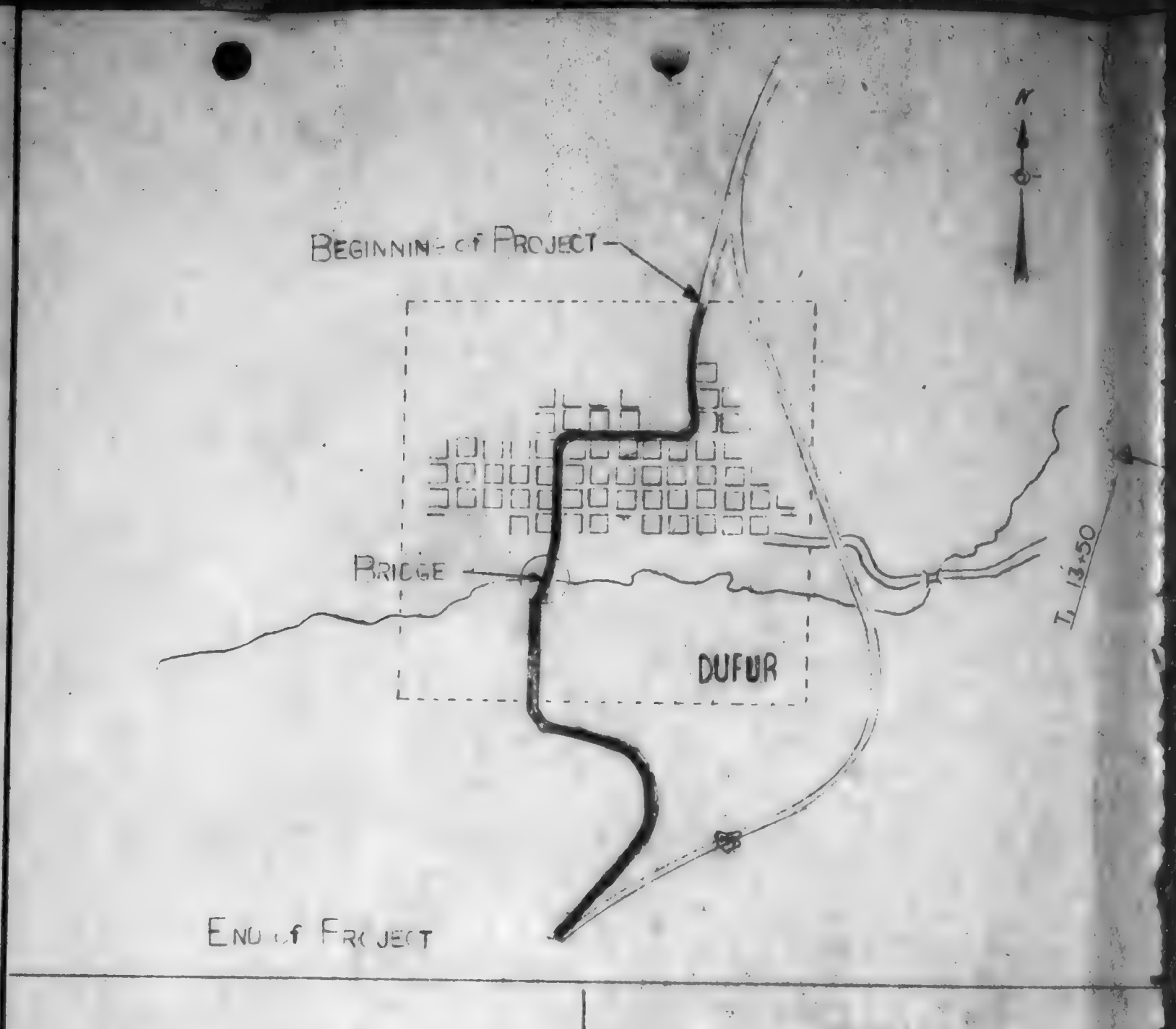
FIFTEENMILE CREEK BRIDGE
DUFUR BYPASS SECTION
FAS B-409 WASCO COUNTY

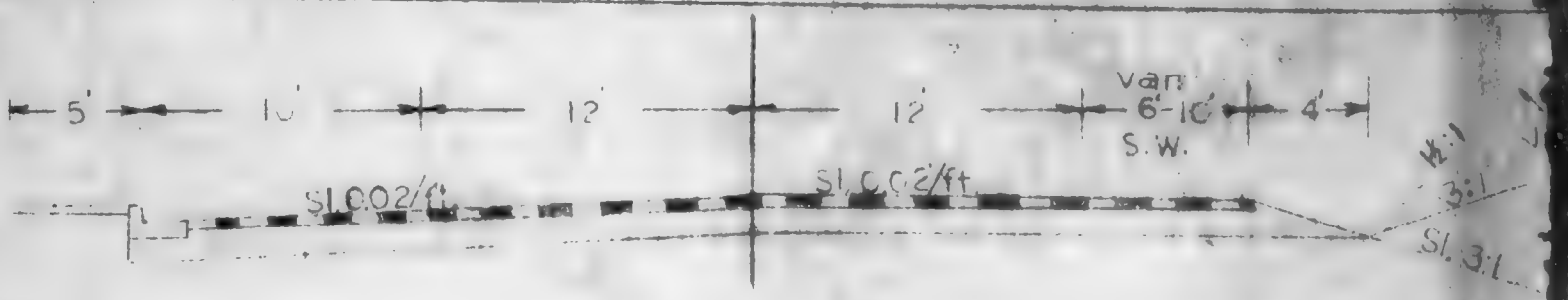
PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE
BRIDGE NO. 1069 A

SHEET 1 OF
DRAWING NO. 32834





TYPICAL SECTION D-D
Scale - 1/8" = 1'-0"

A = STANDARD RECT. TUBE PED. HANDRAIL
B = STANDARD THREE TUBE RECT TUBING RAIL

FINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED
NOTE BOOK NO.					

DATE	BY

FLOOD PLAIN

10

12

12

10

14

12

12

10

18

13+50

13+00

12+00

EQ 50+48.55

50+54.30

EQ 50+03

50+07.8

14° CL
Δ = 8°28'40"
R = 2,239
S.P. = 9.06
S.D. = 10.77

L 54+11.54 PCS

L 54+50.98 PSC

HOGANS ALLEY

MC

54+E337 P.I.

TAVERN

L 53 20.9C P.

FIFT

MUSEUM

L 48+0C

SERVICE STATION

TRAILER

50+48.55 P.I. Bk
50+54.30 P.I. Ah.

EQ 50+03.83 P.I. Bk
50+07.30 Ah.

L = 30°
Δ = 27°22'00"
L = 91.22'

49+57.32 P.C.

DUFUR BYPASS
WASCO COUNTY

FED. ROAD Div. No.	STATE
10	OREGON

MOTEL

5K-16337 P1

N

20 18 18 16 18 20

FIFTEEN MILE CR.

16 16 18

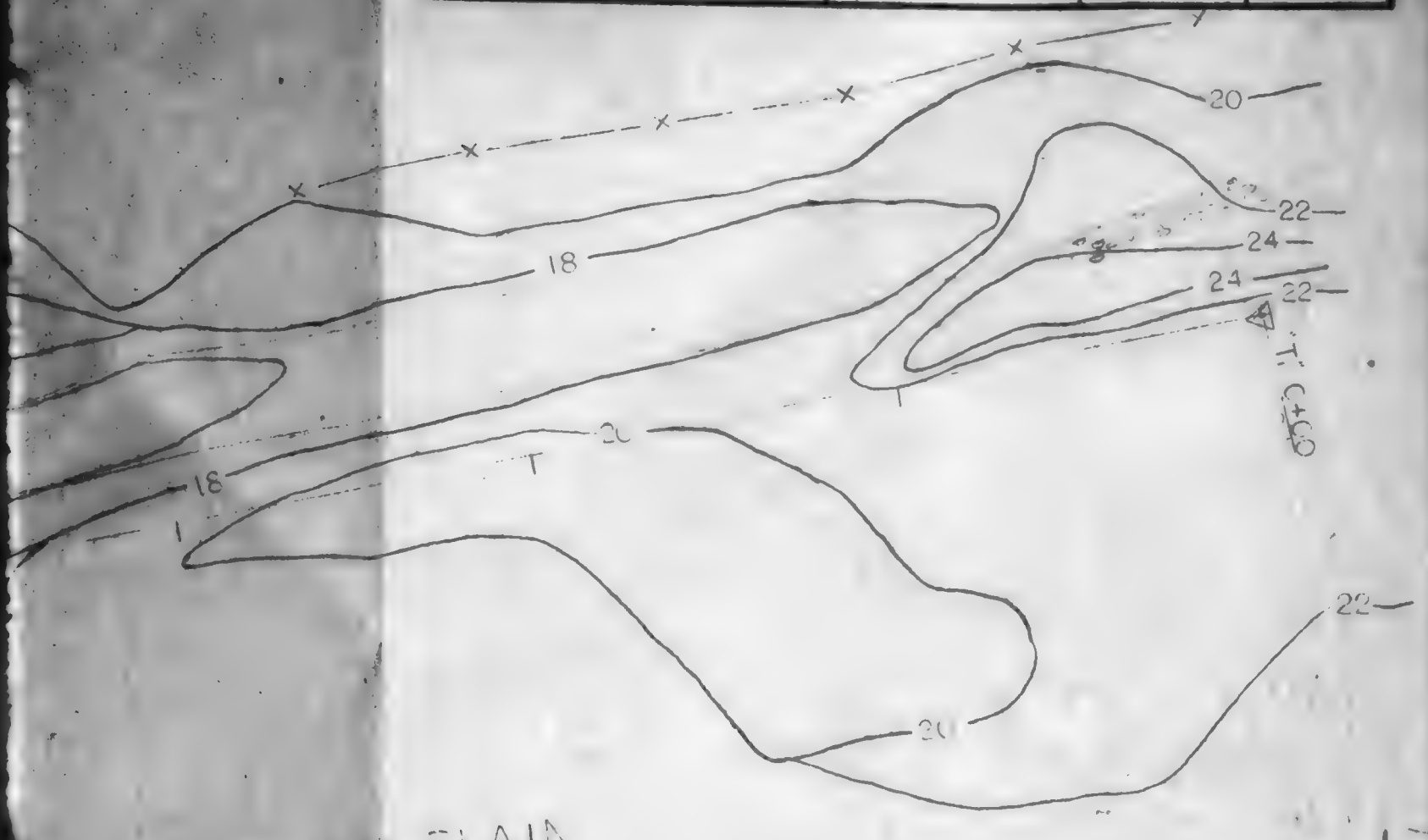
FLOOD PLAIN

TRAILER

(1) CONST. 44'x60' PRESTRESS SL 413 B
(2) CONST. CHANNEL CHANGE
(3) PLACE CLASS 700 RIPRAP 100
(4) CONST. TEMPORARY DETOUR & I
(5) INST. 12'x 20' CMP
(6) PLACE CLASS 700 RIPRAP 50
(7) TEMPORARY CONST. EASEME

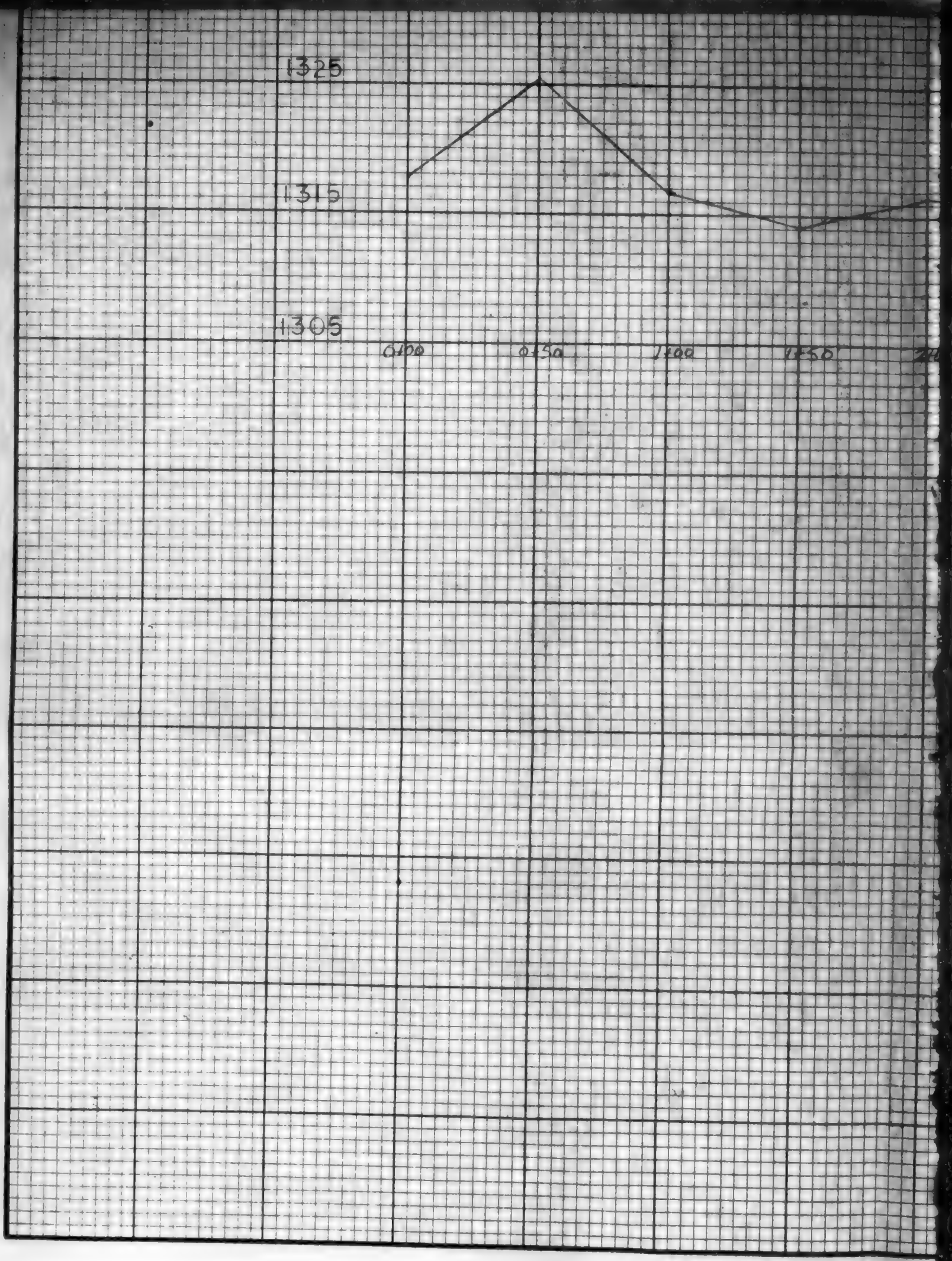
DUFUR BYPASS SECTION
WASCO COUNTY FAS ~~942~~ B-409

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
10	OREGON			See Index	



⇦ FLOOD PLAIN

1. CONST. 44'x60' PRESTRESS SLAB BRIDGE W/5' SIDEWALK
2. CONST. CHANNEL CHANGE
3. PLACE CLASS 700 RIPRAP 100 C.Y.
4. CONST. TEMPORARY DETOUR & INSTALL 2-36" CMP PIPES 38'
5. INST. 12'x20' CMP
6. PLACE CLASS 700 RIPRAP 50 C.Y.
7. TEMPORARY CONST. EASEMENT



ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

DATE

BY

N5599

2+50 3+00 3+50 4+00 4+50 5+00 5+50

1825

EL. N. GR.

06

1820

1815

1810

1805

50 +50 51

5+50 6+00 6+50 7+00 7+50 8+00 8+50 9+00 9+50

℄ STREAM PROFILE

DG

EXIST. GR.

15' RT

15' RT

FIN. GR.

15' RT

15' RT

℄ BENT NO.1

℄ BENT NO. 2

51 +50 52 +50 53

9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50

BENT NO 2

Br = 106

53 150 54

50 12+00 12+50 13+00 13+50

15-mile Creek

Br # 1069A Dwg # 31819

346-4CM

.8597 Progress-Raleigh Hills Sec. 197
of Scholls Highway near Beaverton
(Grading & paving)

November 20, 1978

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

A post-final payment for $6,000 will be made to Baker Rock Crushing Co., Inc., and Tualatin Valley Paving, Inc. on Contract No. 8597 for work on the Progress-Raleigh Hills Section of the Scholls Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $259,265.45 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

cc: Baker Rock Crushing Co., Inc. and
Tualatin Valley Paving, Inc.
21880 S.W. Farmington Road,
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
E. L. Hardt

November 13, 1978

Baker Rock Crushing Company, Inc., and
Tualatin Valley Paving, Inc.
21880 S.W. Farmington Road
Beaverton, OR 97005

Gentlemen:

Time Extension
Progress-Raleigh Hills
Washington County
Contract No. 8597

Careful consideration and review has been given your request for a time extension on Contract No. 8597, Progress-Raleigh Hills Section. A 60-day increase in the number of calendar workdays in which to complete the project is hereby granted. Extra work performed under Price Agreements 2, 3 and 4 were the considerations in granting the additional time.

Pipe certifications were not considered grounds for additional time as they did not affect the progress of the work.

There remains 21 days liquidated damages.

Any questions concerning this time extension should be directed to the Resident or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr:jh
bc: C. T. Keasey
Robert Church
E. L. Hardt
Jim Cochell
Richard Hacek

FORM 81-784-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8597

Salem, Oregon

November 6, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Progress-Raleigh Hills
Washington County
Contract No. 8597

TO: H. S. Coulter
State Highway Engineer

Baker Rock Crushing Company, Inc. and Tualatin Valley Paving, Inc., contractors on the subject project, request an 81-day increase in the number of calendar workdays in which to complete the project. The contractor has claimed delays due to extra work and change order approval as the basis for his request. Pertinent dates are:

Time Began	September 12, 1977
Work Began	October 10, 1977
Time Expired	June 3, 1978 (175 calendar workdays)
Work Completed	August 23, 1978 (81 days excess time)

The contractor claims 42 days for delays resulting from Price Agreement No. 3 and 39 days for Price Agreement No. 4.

Price Agreement No. 3 documented an overrun in the pipe quantities required to complete the work under Price Agreement No. 2 which provided extra width for a left turn refuge. Both Price Agreements 2 and 3 are considered here. The remobilization and accompanying intersection work under both Price Agreements required an additional 23 calendar days. Submittal and approval time for P.A. 3 which extended from 4/19 to 5/22 should not have affected the contractor's operations due to the small area in which the work was centered. It is recommended the 23 calendar days be returned to the contractor for this extra work.

All contract work was completed on July 17, 1978. Only inlet adjustment work remained. This work, performed under P.A. 4, was not anticipated in the contract but was seen as a necessary item once the paving was completed. Contract items were complete when the paving was finished. The final decisions for the inlet adjustment work had not been completed at this time. The time charge after July 17 involved only extra work or clean-up items and any contractor delays were related to scheduling this work. The time from July 17 until August 23 or 37 calendar days should be returned to the contractor.

It is recommended that 23 calendar workdays for work under Price Agreements 2 and 3 and 37 calendar workdays for inlet adjust work, Price Agreement 4, totalling 60 calendar workdays be returned to the contractor. There remains 21 days liquidated damages. This is a State project. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: E. Hardt
J. Cochell

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 12, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 256 days, within which to complete our Contract No. 8597, without the assessment of liquidated damages. The said contract is described as follows:
Grading and paving Progress - Raleigh Hills section of the Scholls Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Price agreements No. 3 and 4 (attached).
Pending approval No. 3 = 32 days
Pending approval No. 4 = 23 days
Coordination - pipe certification - installation No. 3 = 10 days
Coordination - fabrication - installation - patching No. 4 = 16 days

Respectfully submitted,

Baker Rock Crushing Co.
Contractor

By .....

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Ely
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8597 Contractor Baker Rock Crushing & Tualatin Valley Paving

Highway Scholls

Section Progress - Raleigh Hills

Kind of Work Grade - Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

A 60 calendar workday increase is hereby granted for extra work performed under Price Agreements 2, 3 and 4.

Recommended for Approval:

Marion Cuff
Division Engineer

O. B. Jackson
For Construction Engineer ~~or Bridge Engineer~~

R. J. Schroeder Jr.
State Highway Engineer

Contract No.	8597
Project designation	State (State-Federal)
Date awarded	8-29-77
Work started	10-10-77
Per cent completed	100% 8-23-78 (Date)
No. of Workdays Allowed	175 CWD
No. of Workdays Used	256 CWD
No. of Added Workdays Requested	81

EP*0806-734

8597

November 6, 1978

Employers Mutual Liability Insurance
Company of Wisconsin
8000 Westwood Drive
Wausau, WI 54401

Gentlemen:

On October 31, 1978, we wrote to you concerning release of final payment on Contract No. 8597 awarded to Baker Rock Crushing Co., Inc. and Tualatin Valley Paving, Inc. for work on the Progress-Raleigh Hills Section of the Scholls Highway in Washington County.

Final payment on this contract is $5,086.75 and the total contract amount is $253,265.45. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

lkr

cc: Baker Rock Crushing Co., Inc. and
Tualatin Valley Paving, Inc.
21880 S.W. Farmington Road
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8597 143

Salem, Oregon
October 25, 1978

W. E. Cole
Design Engineer Supervisor

James W. Cochell

Progress-Raleigh Hills
Scholls Highway
Washington County
(Construction Narrative
Report - Contract #8597)

This letter acknowledges receipt of your narrative report on the subject project.

Remarks:

The plans did not call for adjusting inlets because it was assumed the 1-1/2" overlay would feather out at the gutter line.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 25 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8597

FORM 01-704-2007

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: PROGRESS - RALEIGH HILLS	WEEK ENDING: 9/2/78
		SECTION PREFIX: 134-1139
	HIGHWAY: Scholls	COUNTY: Washington
NAME OF JOB: Progress - Raleigh Hills	KIND OF WORK: Grade & Paving	
CONTRACTOR: Baker Rock Crushing Inc. & Tualatin Valley Paving	CONTRACT NUMBER: 8597	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8/29/77	DATE WORK STARTED: 10/10/77	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 175 CWD	CALENDAR DAYS USED: 256
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 146
PROJECT AUTHORIZATION: $388,510.84		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $357,703.81	ENGINEERING AUTHORIZATION: $30,807.03	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $273,522.86	ENGINEERING COST TO DATE: $28,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 76
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 23 %	PERCENT OF AUTHORIZATION 91 %	DATE PROJECT WAS COMPLETED: 8/23/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE - Aggr.	~~OIL AND/OR PAVE~~	~~MATL. PROD.~~	Class B or C	Class E
100	100	100	100			100	DELETED

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~OIL & BITUMINOUS MACADAM~~	PAVING
MILES IN PROJECT	2.47	2.47		2.47	2.47
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,650 CY	5,300 Ton		3,830 Ton	4,640 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,192	3,538		7,150	DELETED
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,192	3,538		7,150	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27	Clear	0		
MONDAY	28	Clear	0		
TUESDAY	29	Clear	0		
WEDNESDAY	30	Cloudy	0		
THURSDAY	31	Cloudy	0		
FRIDAY	1	Cloudy	0		
SATURDAY	2		0		

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
SEP 5 1978
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed August 23, 1978.
Second notification has been submitted.
Working on compiling semi-final data.

This will be the last report.

cc: Construction
Region
File

For: Arthur G. Sasse
SIGNED James W. Cochell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8597

RECEIVED
APR 27 1978
CONSTRUCTION BRANCH

5-1-78

143

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
April 26, 1978

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: PROGRESS-RALEIGH HILLS
Scholls Highway
Contract No. 8597

TO: BRYANT JACKMOND
Construction Administration Engineer

Attached is price agreement 2 to provide for left turn refuges at Allen Blvd., and for building additional sidewalks and ramps at the south end of the job at Hall Blvd. to provide a safe, continuous bicycle path through the job and to the Washington Square area.

At the preconstruction conference, Don Shaffer pointed out that the south end of the job, near Hall Blvd., did not provide a continuous path for bicyclists, and that the bicyclists had to alternately use the sidewalk and the shoulder of the roadway to get through. By providing a few sidewalk ramps and some additional sidewalk area, the bicyclists would have a better defined and safer route to and from the south end of the project Washington Square will acquire or has property, and will hook up their bikeway to match ours at the end of our job.

At this same preconstruction meeting Ron Failmezger pointed out the need to revise the traffic pattern at Allen Blvd. This can be done by widening on both sides as much as possible from Allen Blvd. to the south to about Station 144. The object is to establish a left turn lane for northbound traffic on Scholls Highway at Allen Blvd., and make the right lane a through lane and a right turn lane. This widening will require some additional pipe (12 inch) and a manhole at the junction of an existing 18 inch pipe and the new 12 inch pipe.

We don't have bid items for any of these items of work and considering the small quantities involved, these prices appear reasonable when compared to average 1977 unit prices. The manhole will require special care in installing since it is close to a 16 inch high pressure water line.

MC/ggw

B. Jackmond
Allen one left Turn is needed,
Bike path at Hall Blvd is desirable
would approve both items
5-1-78

Attachment

cc: J. Cochell

RECEIVED
APR 28 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM 6.00 (REV 10.69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 19, 1978
2131 SW Scholls Ferry Road

To: Marion Craft
Region Construction Engineer

SUBJECT: PROGRESS - RALEIGH HILLS
Scholls Highway
Washington County
Contract No. 8597

Submitting (2) copies of Price Agreement No. 2 on the above subject project. This price agreement is necessary to cover payment of items required but not on the original contract.

This work is required to provide for left turn refuges at the intersection of S.W. Allen Avenue. Existing concrete sidewalks in this vicinity will be utilized for bikepaths thus requiring the construction of ramps as well as other incidental work. Ramps will also be required to be constructed in existing concrete sidewalks at the intersection of S.W. Hall Blvd. at Progress for connecting to bikepath going into the Washington Square Shopping Center off Scholls Highway.

Since mostly small quantities are involved the unit cost appears reasonable in coparing with the average unit bid price of 1977. Extra care will be required when constructing the manhole due to the closeness of a 16-inch high pressure water line.

J. W. Cochell

James W. Cochell
Resident Engineer

cc: file

OE RE RME RCE BE
TE RECEIVED RSM
UE APR 20 1978 RBC
SO REGION I RBI
TO

8597

Salem, Oregon
August 15, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 25 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened August 25 on the following projects:

1. Auburn Ave-Baker/Unity Hwy (Baker)
   FAU 4841 (West Side Truck Route), Baker County
   Pave
   12-foot travel lanes with 4-foot gravel shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Clackamas Highway at Fred Meyer Access
   Clackamas County
   Traffic Signal Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Roseburg Pavement Marking
   Roseburg City Streets, Douglas County

   Same as No. 2.

4. Warm Springs Agency
   Warm Springs Highway, Jefferson County
   Grade and Pave
   Left and right turn refuges with 4-foot shoulders

   Same as No. 1.

5. Albany-Junction City Hwy at SW 34th Avenue (Albany)
   Linn County
   Traffic Signal Installation

   Same as No. 2.

6. Chemawa Road-Hayesville Intchge
   Pacific Highway East, Marion County
   Roadside Improvement

   Same as No. 2.

7. Tunnel Creek-Whitewater Road
   North Santiam Highway, Marion County
   Grade and Pave
   12-foot lanes with 2-foot shoulders. Primarily overlay with slope bench work.

   Same as No. 1.

8. Alpine/Nelson Road-Strawberry Road
   Bomber Range Road, Morrow County
   Grade and Pave
   Minor widening. 11-foot travel lanes with 4-foot shoulders.

   Same as No. 1.

9. SE Foster Road-SE Crystal Springs Boulevard
   East Portland Freeway, Multnomah County
   Roadside Improvement and Bikeway Construction.

   10-foot Class I Bikeway.

10. Columbia Boulevard Intchge (UPRR Shoofly)
    East Portland Freeway, Multnomah County
    Grade and Structure
    UPRR Shoofly Construction

    Same as No. 2.

11. NE Maywood Place
    East Portland Freeway, Multnomah County
    Grade and Walls

    10-foot Class I Bikeway.

12. SW Terwilliger Blvd at SW Sam Jackson Park Road and SW Vermont Street at SW 30th Avenue (Portland)
Multnomah County
Grade, Pave and Signals

Grading and paving incidental to signal installation; however, bikeway on Terwilliger Boulevard is being disrupted and will be replaced in kind.

13. Johnson Creek-Ochoco Street (Portland/Milwaukie)
Pacific Highway East, Multnomah and Clackamas Counties
Pave
Overlay two 11-foot lanes and two 13-foot lanes

Same as No.1.

14. Rosewood Drive-Willamette River Bridge (Salem)
Willamina-Salem Highway, Polk County
Pave

Overlay. Class I Bikeway exists along this project.

15. Rockaway (North 3rd Avenue)
City of Rockaway, Tillamook County
Grade and Pave
12-foot lanes with 2-foot shoulders.

Same as No. 1.

16. N Cherry St-Wallowa Lake Hwy (LaGrande)
City Streets, Union County
Grade and Pave
Two 12-foot and two 10-foot lanes.

Same as No. 1.

17. Lookingglass Creek (Palmer Junction) Bridge
FAS B613, Union County
Structure
28-foot roadway.

Same as No. 1.

18. Dufur, FAS B409, Wasco County
Grade, Pave and Structure
12-foot lanes with 6-foot shoulders or with 10-foot parking and 5-foot sidewalks.

Same as No. 1.

19. Progress-Raleigh Hills
Scholls Highway, Washington County
Grade and Pave

12-foot lanes with 6-foot Class III bikeways.

20. Pacific Highway West at McDonald Lane
(McMinnville), Yamhill County
Traffic Signal Installation

Same as No. 2.

DS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

Fanno Cr Br
Wash Co
Hwy 143 ?
#8597

FORM 61-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 1, 1977

FILE:

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

TO:
Mr. D. O. Christensen
Final Design Engineer

SUBJECT:
Progress-Raleigh Hills Section
Bridge 4972A
Contract 8597

NOTED
D. H. MCEHRING

The following recommendations for overlaying the bridge within the limits of the above project are made:

Bridge 4972A - Fanno Creek

1.	Existing A.C.W.S. to remain	= 2 1/2"
2.	Place Class E mix course	= 1 1/2"
	Total maximum A.C.W.S.	4 "

Note: 2 1/2" existing A.C.W.S. measured at center of crown section.

KA:dh

cc Art Brummitt
Marion Craft
George Hopkins

PROJECT MANAGEMENT
JUL 1 '77
REFER TO:
winter ?
FOR
Investigate | R/D | Action | File | Letter | See me

NOTED

A B

Form 81-734-3000

6p8

Scholls Bikeway
Wash Co
Raleigh Hills-Progress

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Raleigh Hills-Progress

Highway Scholls Bikeway Scholls Hwy #143

County Washington

Date May 19, 1977 19....

Authorization No. 1

Survey Prefix 134-1445 (Assigned by Salem office)

Description of termini, route, length, etc.: MP 9.89 to MP 12.40

Length: 2.51 miles.

NOTE: This prefix supercedes prefix 834-1470 which has been cancelled

Purpose of survey: Prepare Plans and Specifications for construction of a Class 3 Bikeway on each side of the Scholls Highway.

Estimate of cost:

Field	901	500
Plans	905	2,500
Soils	910	500
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

W. H. Wahlig for
Regional Engineer

Recommended for Approval:

Frank E. Lupin
Location Engineer

Approved:

Deputy E. H. Hunter
Assistant State Highway Engineer

SP*19700-734

NOTED
RECORDED

8598 Pacific Hwy. W. at McDonald 1977
Lane in McMinnville
(Traffic signal installation)

C+O 6159 1-27-11

8598

☆U.S. GOVERNMENT PRINTING OFFICE 1974 — 732 - 626

cc: State (H. S. Coulter)
Baker
Area

DIVISION FILE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Kappus
Hossner

FINAL ACCEPTANCE REPORT

10-24-79

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Yamhill	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10/24/79	W. H. Kappus, Area Engineer	TQF-9-2(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/1/77	2/10/78	$\frac{51}{60}$ = 85 %	60 C.D.

APPROVED EXTENSIONS	LOCATION
None	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. WEST @ McDONALD LANE (McMINNVILLE)
PACIFIC HIGHWAY WEST
Traffic Signal

This project provided for the installation of a traffic signal at the intersection of McDonald Lane and Pacific Highway West in McMinnville, Oregon.

The final project cost was $37,135.02 which underran the original estimate of $41,530.30 by 10.5%. This underrun was due to reduced cost of State furnished signal equipment.

A final inspection was made on December 8, 1977. Acceptance is recommended.

11/19 cyKeasey

COPY SENT
NOV
STATE

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus W. H. Kappus		SIGNATURE G. K. Hossner G. K. Hossner	
TITLE Area Engineer	DATE 11/7/79	TITLE Field Operations Engineer	DATE 11/7/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8598

February 16, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On February 14, 1978, we wrote to you concerning release of final payment on Contract No. 8598 awarded to Tice Electric Company for traffic signal installation on the Pacific Highway West at McDonald Lane in McMinnville, Yamhill County.

Final payment on this contract is $816.70 and the total contract amount is $16,322.60. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8598

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 23, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. TQF-9-2(1)

Contract 8598, Work Completed November 1, 1977

Project Pacific Hwy. West @ McDonald Ln. (McMinnville)

Highway Pacific West

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 9, 1978

G. L. Green
Division Administrator

RDC:skw

cc: H. S. Coulter
C. T. Keasey
John Sheldrake
R. D. Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 13 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8598

8

FORM 01-736-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. WEST AT McDONALD LANE (McMINNVILLE)		WEEK ENDING: NOVEMBER 5, 1977
HIGHWAY: PACIFIC WEST		SECTION PREFIX: 36-1075
NAME OF JOB: PACIFIC HIGHWAY WEST @ McDONALD LANE (McMINNVILLE)	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	COUNTY: YAMHILL
CONTRACTOR: TICE ELECTRIC COMPANY	CONTRACT NUMBER: 8598	FEDERAL AID PROJECT NUMBER: IDE-9-2(1)
DATE OF CONTRACT: AUGUST 30, 1977	DATE WORK STARTED: SEPTEMBER 26, 1977	ESTIMATED COMPLETION DATE: NOVEMBER 10, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 55
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $ 41,530.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $ 37,903.20	ENGINEERING AUTHORIZATION $ 3,627.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 37,903.20	ENGINEERING COST TO DATE $ 2,156.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 59 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	rain	49		
MONDAY 31	cloudy	50		
TUESDAY 1	cloudy	51		
WEDNESDAY 2	cloudy	52		
THURSDAY 3	cloudy	53		
FRIDAY 4	cloudy	54		
SATURDAY 5	cloudy (est)	55		

Routing

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlow

RECEIVED
NOV 7 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Traffic signal activated today. Dave Weaver [redacted] on the project. Work completed except for some possible repairs.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

JOB STATUS: Signal activated.

final report.

SIGNED _____ LOCATION SALEM

WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8598

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO.		County
10-35	FEDERAL-AID PROJECT AGREEMENT	Yamhill
	10-17-77	Project No.
		TOF-9-2 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Jct. McDonald Lane (McMinnville)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-3-77	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-77	0.00
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro-rata 90.0% FEDERAL FUNDS
$ 44,630	$ 40,167

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By J S Dahlen

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, October 12, 1977

Federal-aid Project
No. TQF-9-2(1)

PACIFIC HWY. WEST-McDONALD LN. (McMINNVILLE)
PACIFIC WEST HIGHWAY
YAMHILL COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,100.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 550.00
Temporary Signs	140 sq.ft.	6.00	840.00
Flagmen	40 hour	18.00	720.00
Traffic Signal Installation, Complete	All Required		14,461.00
			$16,571.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
State-Furnished Signal Material (S.F.)	All Required	19,500.00
		$19,700.00
	Subtotal	$36,271.00
	Engineering	5,259.00
	Total	$41,530.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,100	$ 2,790	$ 310
Traffic Signals	41,530	37,377	4,153
Totals	$44,630	$40,167	$4,463

Group 1 - 100%

Contract No. 8598

Prefix: 36-1075
Prefix: 36-1951

8598 8-3-77 8

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF 9-2(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Yamhill

ITEM NO.: 70597-2

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-3-77	8-3-77	Primary 9	Primary 1E

GENERAL LOCATION:

"Pacific Highway West at McDonald Lane (McMinnville) Section"

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping (SF) $ 200
State Furnished Signal Material (SF) $19,500

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 1, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $47,105-Federal Funds $42,394.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-77	D. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

STATE OF OREGON

INTEROFFICE MEMO

8598

TO: E. S. Hunter
Technical Services Engineer

DATE: August 2, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Pacific Highway West at
McDonald Avenue
~~Washington~~ County
Washington Co.

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1: E. L. Hardt
District 2: W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-3-77

1578

July 27, 1977

City of McMinnville
City Hall
McMinnville, OR 97128

MISC. CONTRACTS and AGREEMENTS No. 6152

Attention: Mrs. Marjorie E. Kerber
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning installation of traffic signals on the Pacific Highway West at McDonald Lane in Yamhill County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

To - E. S. Hunter

From - G. W. Wimer

OK

Traffic Signal Agreement
99W @ Mc Donald Lane
Pacific Highway West, No. 1W
City of Mc Minnville

NOTED
R. B. HUNTER

Transmitted herewith are three signed copies of an agreement and a brief summary which may be used for presentation to the Chairman of the Oregon Transportation Commission.

Please sign all three copies and forward them to C. W. Head for further processing.

— SUMMARY —

A Construction - Finance Agreement with the City of Mc Minnville concerning installation of traffic signals on the Pacific Highway West at Mc Donald Lane in Yamhill County. The State will design, install and maintain the signal equipment and the City has agreed to pay for electrical energy consumed in operation. Federal Aid Transition Quarter funds are to be utilized for this installation.

RECEIVED
STATE HWY ENGR
JUL 14 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
C. W. HEAD

8598

8

FORM 81.724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 20, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Requested Project Changes
Special Supplemental
Preservation Program
(with transition quarter funds)

Region III has requested some changes in the Special Supplemental Preservation Program as follows:

(1) That the signal on the list (FY 1980) for US101 at North Bank Chetco River Road (M.P. 357.76) be deferred and placed back on the unfunded signal priority list. Region has been working with the locals and they have come to agreement on this action.

(2) Since the project listed for FY 1978 on ORE99 at Clear-Lake-Irving Rd. (M.P. 117.89) is being funded by HHS funds, Region would like to substitute in its place on the FY 1978 Special Supplemental Preservation list a signal project on the Oregon Coast Hwy. at the connection to Shopping Center Avenue (M.P. 358.57). The costs are about the same. This project is not currently on the Preservation Program List, but it meets two warrants which would rank it as high as some of the projects on the FY 1978 list. Region would like this project installed this year.

RECEIVED
STATE HWY ENGR
MAY 23 '77
REFER TO
F.B. Klaboe
FOR

(3) Since the project listed for FY 1978 on the Rogue Valley Hwy. at Mountain Ave. (M.P. 20.17) is being funded with FAUS funds, Region would like to substitute in its place on the FY 1978 listing the signal project on the Pacific Hwy. West at Barger Ave. (M.P. 119.44). This project is currently on the FY1979 listing for transition quarter funds but Region would like to have it done sooner.

Recommend changes in Programs as suggested. —

Also, because of previous commitments I would like to move the signal project on the Pacific Hwy. West at McDonald Lane in McMinnville (M.P. 36.36) from FY 1980 to FY 1978.

Your approval of these actions is requested.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5/25/77

L. E. George
Traffic Engineer

RDT:rw
cc: Alfred Shirley, Jr.
L. W. Rulien

8598 5-3-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-9-2(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70597-2

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-3-77	Primary 9	Primary 1W

GENERAL LOCATION:
"Pacific Hwy. West at McDonald Lane (McMinnville) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost not to exceed $3,000 - FF $2,700
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 4-11-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Rulien's 4-11-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-3-77	G. K. Hoosier	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8598

Form 81-734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 16, 1977

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

TO: L. W. Rulien
Program Management Engineer

ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Statewide Assessment
Traffic Signal Installation
Pacific Highway West at
McDonald Lane (McMinnville)
Pacific Highway West
Yamhill, County, Oregon

The proposed project is located at the intersection of Pacific Highway West (Ore 1 W) and McDonald Land, between mile points 36.34 and 36.38. The project is to install a five-phase, actuated traffic signal at the subject intersection.

The average daily traffic on Pacific Highway West during 1975 was 14,200 vehicles of all types. A 20-year traffic projection is for 26,980 vehicles. The intersection meets the accident experience warrant for traffic signals and has a high cost/benefit ratio. It is not anticipated that installation of the traffic signal will require any additional right of way nor will any significant amount of land within the right of way be disturbed by construction.

It has been determined that this project is of a type for which the Statewide Assessment for safety projects is applicable. The Statewide Assessment classifies this project as Non-Major.

GAP:GR/ms

cc: E. S. Hunter
John Sheldrake
Eddie Welsh

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

.8600 Portland Pavement Marking : 1977
Project No. 2 on various hwys.
in Portland (Pavement marking)

#8600 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628 10-30-79 Tra 16-2

cc: STATE (H S Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
GENERAL FILES

Mult. Co.

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
Ten	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-30-79	Vincent Tabor, Assistant Area Engineer		PMS-0008(53)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-22-78	1-15-79	119 %	60 work days
APPROVED EXTENSIONS	**LOCATION**		
None	Various locations throughout the City of Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND PAVEMENT MARKING PROJECT #2

Work under this project consisted of the placement of thermoplastic markings at various locations in Portland.

As shown above, the contract overran by 11-1/2 days, and liquidated damages were assessed.

Overall project costs underran by approximately 18 percent for a final estimated total cost of $83,307.

Acceptance of the project was recommended on September 13, 1978.

RECEIVED
STATE HWY ENGR
NOV 5'79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-5 cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: G. T. Christianson		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 11-1-79	TITLE: Field Operations Engineer	DATE: 11-1-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8609

January 17, 1979

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

Gentlemen:

Contract No. 8600 awarded to Dahl Contractors for the Portland Pavement Marking Project No. 2 in Multnomah County was completed on August 22, 1978, and accepted by the State Highway Engineer on January 15, 1979.

Final payment in the amount of $3,506.01 will be released to the contractor after January 22, 1979. The total contract amount is $75,522.72 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Dahl Contractors
P. O. Box 183
Gig Harbor, WA 98335

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

9-11-78

Portland

RESIDENT ENGINEER'S PROJECT REPORT
[redacted] Pavement Marking Project No. 2
Various Highways
Multnomah County
Contract 8600

This project consisted of installation of thermoplastic pavement markings throughout the city of Portland.

The project was awarded to J. Stanley Dahl, an individual, on September 6, 1977 and had 60 workdays specified for completion. Stan began work on October 25, 1977 on Lombard Street. The first hot thermoplastic material was placed and was not acceptable because of too many passes, visable laps, gaps, etc.

Contractor then decided to get different equipment to place the hot thermoplastic material (wider spreader boxes). The weather conditions became unfavorable and work was suspended on November 4, 1977.

The Stop Work Order was rescinded on May 5, 1978 and the contractor resumed work with a wider spreader to place the hot thermoplastic. The use of this equipment produced a satisfactory marking. The contractor worked diligently until the project was completed on August 22, 1978.

Communication between the project inspecter, maintenance striping foreman, and the contractor were exceptional. The contractor adhered to his proposed schedule when possible.

The contractor's workmanship on the project is considered very good.

Veroteg
Christensen
George
Olson
Terpin
Sullivan copy
Scott
Savage

RECEIVED
SEP 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up /
Action

James W. McNamee
Resident Engineer

REFERRED TO
Stoudenmayer
Beard
Sample
Cole
Watson
Eriksen
Dorn
Lay
Yeager
Discuss Do File Copy Due
FINAL DESIGN ENGINEER

Portland Pavement Marking Project No. 2
Various Highways F.A. #MS000S(53)
Multnomah County
Contract 8600 James McNamee, Res. Engr

STATEMENT OF OVERRUNS AND UNDERRUNS

Item	Original Amount	Semi-final Estimate Amount	Percent ±
Contract Bid Items	88840.82	77,014.56	- 13.3 %
Anticipated Items	0	0	0
Contingencies	3,997.84	0	- 100.0 %
Engineering	8,884.08	7,500.00	- 15.6 %
Credit For Liquidated Damages 11½ days at $ 105,00/day		- 1,207.50	~~-100.0 %~~
	$ 101,722.74	$ 83,307.06	- 18.1 %

#	ITEM	Unit	Contract Quantity	Semi-final Quantity	%
1.	Mobilization.	L.S.	All	All	0.0
2.	Temporary Protection and Direction of Traffic.	L.S.	All	All	0.0
3.	Temporary Signs.	Sq.Ft.	248	116.2	-53.1 %

The contractor only worked one intersection at a time therefore only signs for one set-up was required.

4.	Flagmen.	Hrs.	750	0	- 100.0 %

Traffic was handled by signs and cones covered under the Temporary Protection and Direction of Traffic.

5.	Thermoplastic Pavement Arrows	Each	368	346	- 6.0 %

Some of the arrows in the Special Provisions were listed as two (2) arrows where a ~~connection~~ bi-directional arrow was to be installed. Plans indicated pay for only one.

6.	Thermoplastic Pavement "ONLY"s	Each	236	237	0.0 %
7.	Thermoplastic Pavement "RxR"s	Each	10	11	+ 1.0 %

Had to replace one RxR on Swift Blvd after it was overlayed.

Portland Pavement Marking Project No. 2 Contract 8600 Prefix 326-1043

Statement of Overruns and Underruns

#		Unit	Contract	Semi-final	%
8.	12" Thermoplastic Pav't Line.	Lin.ft.	7,710	7,499.5	- 2.7 %

Some of the stop lines were done by the City of Portland before the contractor arrived.

9.	18" Thermoplastic Pav't Line.	Lin.ft.	860	735.7	- 14.5 %

Some of the stop lines were recently done with Thermoplastic before we arrived.

10.	24" Thermoplastic Pav't Line.	Lin.ft.	440	414	- 5.9 %
	Engineering	$	$8,834.08	$ 7,500.00	- 15.6 %

Very good communications with contractor and contractor's adherance to his schedule resulted in the underrun.

E 600

9

FORM 8:-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland Pavement Marking Project No. 2		WEEK ENDING: Sept. 2, 1978
		SECTION PREFIX: 326-1043
HIGHWAY: Various Highways		COUNTY: Multnomah
NAME OF JOB: Portland Pavement Marking Proj. No. 2	KIND OF WORK: Pavement Marking	
CONTRACTOR: Dahl Contractors	CONTRACT NUMBER: 8600	FEDERAL AID PROJECT NUMBER: PMS-000S(53)
DATE OF CONTRACT: September 6, 1977	DATE WORK STARTED: October 25, 1977	ESTIMATED COMPLETION DATE: 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 60	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 71
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 119
PROJECT AUTHORIZATION: $ 101,722.74	ENGINEERING AUTHORIZATION: $ 8,884.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 92,838.66	ENGINEERING COST TO DATE: $ 7,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 92,838.66		DATE PROJECT WAS COMPLETED: August 22, 1978
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 14.0 %	PERCENT OF AUTHORIZATION: 88 %	

Semi-final submitted Sept. 1, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

	GRADING	arrows 100	onlys 100	RXR s 100	12-inch line	18-inch line	24-inch line
		100 %	100 %	100 %	100 %	100 %	100 %
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)		368	236	10	7,710	860	440
TOTAL QUANTITIES CORRECTED TO DATE		- 368	236	10	7,710	860	440
~~TOTAL~~ QUANTITIES MOVED OR PLACED TO DATE		346 ~~368~~	237	11	7,499.5	735.7	414.0
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27	Clear	0		
MONDAY	28	"	0		
TUESDAY	29	"	0		
WEDNESDAY	30	Cloudy	0		
THURSDAY	31	"	0		
FRIDAY	25	Partly Cloudy	0		
SATURDAY	26	Clear			

RECEIVED
SEP 5 1978
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity.
MONDAY 28	" "
TUESDAY 29	" "
WEDNESDAY 30	" "
THURSDAY 31	" "
FRIDAY Sept. 1	Submitted semi-final to Region office.
SATURDAY 2	

REMARKS

Submitted semi-final to Region office September 1, 1978.
Final Report.

SIGNED J W Fi [illegible] LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

FHWA-1446

8600

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO.		County
10-36	FEDERAL-AID PROJECT AGREEMENT	Multnomah
	10-17-77	Project No.
		PHS-0005 (53)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Citywide, Portland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-11-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-77	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 104,522	$ 104,522

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.J. Kuntz

Technical Services Engineer
(Title)

By H.J. Bulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator OCT 17 1977

Form FR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, October 12, 1977

Federal-aid Project
No. PMS-000S(53)

PORTLAND PAVEMENT MARKING PROJECT #2
PORTLAND CITY STREETS
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,800.00

Type Code Y103
Pavement Marking (Portland City Streets)

Mobilization	All Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		10,500.00
Temporary Signs	248 sq.ft.	4.00	992.00
Flagmen	750 hour	12.50	9,375.00
Thermoplastic Pavement Arrows	368 only	50.168	18,461.82
Thermoplastic Pavement "ONLY"s	236 only	92.00	21,712.00
Thermoplastic Pavement "RXR"s	10 only	210.00	2,100.00
12-inch Thermoplastic Pavement Line	7,710 lin.ft.	2.50	19,275.00
18-inch Thermoplastic Pavement Line	860 lin.ft.	3.75	3,225.00
24-inch Thermoplastic Pavement Line	440 lin.ft.	5.00	2,200.00
	Subtotal		$ 88,840.82
	Engineering		12,881.18
	Total		$101,722.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,800	$ 2,800
Pavement Markings	101,722	101,722
Totals	$104,522	$104,522

Group 1 - 100%

Contract No. 8600

Prefix: 326-1043
Prefix: 326-1930

8600 8-10-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: PMS-000S(53)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71555

TO:

Mr. H. S. Coulter, State Highway Engr.
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-10-77	8-10-77	Various and Non Federal-aid
		STATE ROUTE NUMBER: City streets

GENERAL LOCATION:

"Portland Pavement Marking Project No. 2"

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL DESCRIPTION OF WORK:

Pavement Marking (Code Y103 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY.

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's August 8, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $183,167 federal funds.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-10-77	E. Talash	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8600

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR. 97310

July 21, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. N. Bothman
Assistant State Highway Engineer

Attention: Jon Rose
Regional Federal-Aid Engineer

SUBJECT: Portland Pavement Marking
Project No. 2
Title II, Section 205
PMS-000S(53)

Attached is a copy of a memorandum from the Federal Highway Administration which indicates their response to the City of Portland's request to accomplish the subject project with City Forces over a three-year period.

The contents of the memorandum have been discussed with Don Bergstrom. Please forward a copy to him for his records.

It is our intent to approve a thermoplastic pavement marking project for the City of Portland which can be accomplished by City Forces within 18 months of the day the project is approved by the Federal Highway Administration.

Additional thermoplastic pavement projects for Portland will be considered at a later date, if funds are available.

ORIGINAL SIGNED BY L. E. GEORGE

NOTED
E. S. HUNTER

L. E. George
Traffic Engineer

RHB:ds
Attachment

cc: E. S. Hunter
D. H. Moehring w/attachment

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 19, 1977

In reply refer to: HA-OR

SUBJECT: Portland Pavement Marking Project #2
PMS-000S(53)

FROM: G. L. Green, Division Administrator

NOTED
R.D. TRYGSTAD

TO: Mr. E. S. Hunter, Manager of Technical Services Branch
Oregon Department of Transportation

As the result of our meeting on July 18 with your representatives and the City of Portland, we offer the following proposal:

It would be satisfactory for the City to advance a thermoplastic demonstration project with City Forces on the condition that all markings would be in place within an 18 month period from the date funds are obligated. To extend a specific project over a longer period of time would not be consistent with the basic intent of the program.

As discussed at our meeting, special attention should be given to the evaluation requirements.

Original signed by
E. J. Valach
Dist. Engineer
G. L. Green

NOTED
L.E. GEORGE

cc:
R. Bladorn

RECEIVED
JUL 20 1977
TRAFFIC ENGINEER

8600

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 19, 1977

In reply refer to: HA-OR

SUBJECT: Portland Pavement Marking Project #2
PMS-000S(53)

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Manager of Technical Services Branch
Oregon Department of Transportation

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As discussed at our meeting, special attention should be given to the evaluation requirements.

for G. L. Green

cc:
R. Bladorn

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

Portland

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

TO: L. W. Kulien
Program Management Engineer

SUBJECT: Supplemental Data
Title II Section 205
Portland Pavement Marking Project No. 2
PMS-000S(53)

Retained by Bill Beard

Attached is a tabulation showing proposed thermoplastic pavement markings by intersection for the subject safety project. Also attached is a copy of a letter which indicates the total estimated quantities and cost. Please note that stop bars have been added since the original request was submitted. This more than doubles the estimated quantity and, coupled with an increase in anticipated installation cost, places the present estimated project cost at approximately $280,000.

The tabulation and increased project cost estimate should be forwarded to FHWA for approval.

This project is presently scheduled for the August, 1977 bid opening.

Very truly yours,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:rw
Attachment

cc: J. H. Versteeg w/Att.
Jon Rose

REFERRED TO

1 Beard WGB		Read	
Cole		Sample	
Eriksen		Watson	
Heger		Wolfe	

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
Scott
Swenson
Savage

RECEIVED
JUN 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: June 14, 1977

FROM: DAVID A. WILCHITE
Project Coordinator

SUBJECT: Title II, Section 205
City of Portland
Plastic Pavement Marking
Various City Streets

Attached is a tabulation by individual intersections of the stop lines, arrows, only legends and bus legends for the City of Portland's Plastic Pavement Marking program. The estimated total quantities are as follow:

Stop Lines	1,958 for	29,500 sq. feet
Arrows	947 for	19,500 sq. feet
Only Legends	293 for	6,850 sq. feet
Bus Legends	2 for	50 sq. feet
Total		55,900 sq. feet

The estimated cost per square foot, including traffic control, removal of existing paint, materials and installation, is $5 per square foot, for a total project cost of $279,500.

The original project proposal was for only legends and arrows only and was for a total estimated cost of $89,000. There are two reasons for the increase and anticipated project cost: One is the addition of the stop lines to the program, adding an additional 29,500 square feet of material; the other is the estimated cost. The original estimate of cost was $2.57 per square foot. In reviewing the work involved, we feel an estimate of $5 per square foot is more realistic.

Please process the project for the earliest possible letting.

DAW/ldo

Attachment

RECEIVED
JUN 14 1977
TRAFFIC ENGINEERING

ROUTED
L.E. GEORGE

81-128-1367

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

June 6, 1977

David A. Willhite
Project Coordinator
Metro Section
5821 N.E. Glisan
Portland, Oregon 97213

Survey Prefix: 326-1930-903
Project No. PMS-000S(53)

Subject: Title II Sec. 205, Plastic Pavement Markings various City streets.

Attached is a tabulated record of the various pavement markings that will be covered by this project.

The map of the City of Portland shows the concentration of the "arrows" and "legend" locations only. We did not mark the "Stop Line" loacations because they would have made the map useless.

If any further information is needed prior to contract letting, please let me know.

Individual intersection drawings will be available to the accepted contractor.

Sincerely,

M.J. Martini
Sr. Traffic Engineer

MJM:dgm

City of Portland

FORM 81-724-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

May 6, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. H. Bothman
Assistant State Highway Engineer

SUBJECT: Preliminary Engineering Approval
Title II, Section 205
Portland Pavement Marking Project
No. 2
PMS-000S(53)

Attention: J. D. McClure
Project Development Engineer

Preliminary engineering approval by the Federal Highway Administration has been received for the subject safety project.

The City's application indicated they would furnish drawings for each location where markings were to be installed. Please secure these drawings and forward them, along with the locations on State highways, to the Road Design Section for preparation of plans, specifications and estimates.

It is requested that all effort be made to expedite this project so that it may be completed during the coming construction season. Target date for bid letting is July 22, 1977.

A standard specification for thermoplastic pavement markings has been developed and approved. A copy is attached for your information.

L. E. George
Traffic Engineer

RHB:ds
Attachment

cc: J. H. Versteeg w/attachment
J. C. Jenkins w/attachment
D. H. Moehring w/attachment
Ben Gifford

REFERRED TO

Board — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1/2 Versteeg ✓
1/2 Olson
Scott
4 Swenson
Savage

RECEIVED
MAY 09 1977
ROAD DESIGN SECTION

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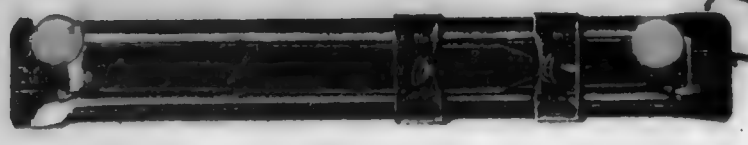


Copy Portland Ave. File

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4250

April 19, 1977

RECEIVED
APR 20 1977
R.D. INVESTIGATION

Mr. L. E. George
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Bud:

I have checked the testing labs in the City of Portland and find that they do not have the equipment for making the friction tests on the pavement marking materials.

I find, however, that the Truesdail Laboratories in Los Angeles, telephone 213-225-1564, do have this equipment and, as a matter of fact, is the lab that was used by the architects here for the Transit Mall to test the friction on the brick.

Apparently, specimens of the material can be sent to the lab and they can determine if they meet necessary friction requirements.

I would think that you could go two ways - either require the contractor to furnish the lab report or arrange during the bidding process for specimens so that specimens could be sent to the lab for testing.

Sincerely,

D. E. Bergstrom
City Traffic Engineer

DEB:jjp

cc: VERSTEEG
JENKINS
MOEHRING
BOTHMAN

(DW)
RECEIVED
APR 23 1977
TRAFFIC ENGINEER

ROUTED
L.E. GEORGE

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Title II, Section 205, Plastic Pavement Markings

Date February 15, 19 77

Highway Various City Streets

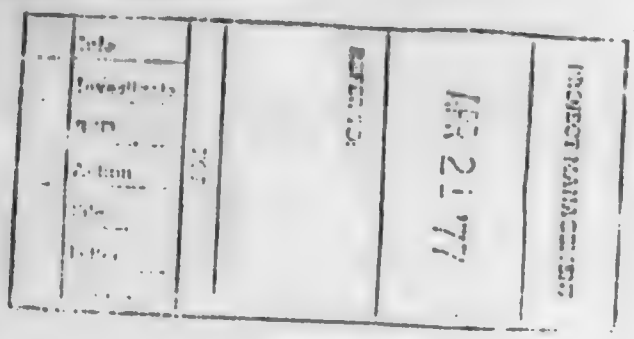
Authorization No. 1

County Multnomah

Survey Prefix 326-1930
(Assigned by Salem office)

Description of termini, route, length, etc.: Install plastic pavement arrows and "ONLY" legends on various streets in the City of Portland.

1173 arrows
359 "ONLY" Legends



Purpose of survey: Develop Plans, specifications, and award contract

PMS-0005(53)

NOTED
W.R.Z...ES

NOTED
RICHARD BLADORN

		Estimate of cos
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	3,500
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	200
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	2,000
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,700

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Request made by:
Robert Lee
Field Engineer

Recommended for Approval:
D. Hartman
Regional Engineer

Recommended for Approval:
Howard E. Watkins
Location Engineer

Approved:
E.J. Hunter
Deputy Assistant State Highway Engineer

SF*23616-734

OFFICE ENGINEERING SECTION
P. E. APPR. 4-11-77
FED. AID PMS STATE

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4286

November 4, 1976

Jon Rose
Federal Aid Engineer
P. O. Box 92157
Portland, Oregon 97202

Subject: Possible Candidate for Title II, Section 205, Highway Safety Act

It is our understanding that qualifications for Section 205 funds have been changed, which would permit use of these funds on presently traffic marked streets.

We are, therefore, submitting an application for said funds to mark all of the pavement markings in the City with a more permanent substance. If the State wished, there are 161 "Only" markings and 274 pavement arrows that are maintained by the Oregon State Highway Division that could be included in this project.

We also wish to re-submit the proposal to install reflectorized pavement markers on 5 bridges and their approaches.

It is hoped that this proposal will be favorably received.

If there are any questions that need to be answered, please call me.

M. J. Martini
Sr. Traffic Engineer

Encls.

PROPOSED PROJECT
1973 HIGHWAY SAFETY ACT
CITY/~~COUNTY~~ PORTLAND
DATE _____
TITLE II. SECTION (X) 205
( ) 230

Location:

ON: City of Portland streets

From: City-wide - (357 locations)

To: _____

Please Attach Map - Individual drawings of each location will be available before contract submittal.

Project Description: To install pavement markings with longer life product.

Current Situation: Pavement markings are re-marked twice a year under our present capabilities. To provide adequate visual information or warning, they should be marked at least 3 times a year on a 120 day cycle. Heat applied thermoplastic powder has not proven to be a durable product in this climate.

ADT* Varies

Posted Speed 20-45 m.p.h. range

1975 Accidents 14,119 Total in the City of Portland

Expected Benefits: The optimum in traffic control is a visible at all times traffic delineation.

Method of Construction:

- [x] Contract
- [ ] State Forces
- [ ] Local Forces**

Estimated Cost $ 55,300.00 (See attached sheet)

*Average Daily Traffic

1973 HIGHWAY SAFETY ACT

TITLE II SECTION 205

DESCRIPTION OF WORK TO BE DONE:

To install pavement markings throughout the City of Portland with cold or hot applied plastics. These markings consist of the word "Only" and pavement arrows.

ESTIMATE OF QUANTITIES AND COSTS:

274 Pavement Arrows @ 18.9 sq. ft.	=	5,178.6 sq. ft.
161 "Only" legends @ 22.7 sq. ft.	=	3,654.7 sq. ft.
TOTAL		8,833.3 sq. ft.

This total includes State maintained markings only.

EXPLANATION:

Estimated that material and labor will be $2.57/sq. ft. in place.

TOTAL COST $22,701.58

Estimated cost City Portion	55,218.24
Estimated Cost State Portion	22,701.58
	$77,919.82
Engineering & Contingencies 14.5%	11,298.37
	$89,218.19

1973 HIGHWAY SAFETY ACT

TITLE II SECTION 205

DESCRIPTION OF WORK TO BE DONE:

To install pavement markings throughout the City of Portland with cold or hot applied plastics. These markings consist of the word "Only" and pavement arrows.

ESTIMATE OF QUANTITIES AND COSTS:

899 Pavement Arrows @ 18.9 sq. ft. = 16,991.1 sq. ft.

198 "Only" legends @ 22.7 sq. ft. = 4,494.6 sq. ft.

TOTAL 21,485.7 sq. ft.

This total includes City maintained markings only.

EXPLANATION:

Estimated that material and labor will be $2.57/sq. ft. in place.

TOTAL COST $55,218.24

SECTION 648 - THERMOPLASTIC PAVEMENT MARKINGS

Description

Subsection 648.01 Scope - This work shall consist of the furnishing and placing of thermoplastic pavement markings on prepared portland cement and asphalt concrete surfaces. The pavement markings shall be placed in close conformity to the lines indicated on the plans and as designated by the engineer.

648.02 Optional Material - The contractor may use one or another of two kinds of thermoplastic pavement marking material, as he may elect. However, the kind selected for use shall be used throughout the project.

For convenience of reference, the two kinds of material acceptable for use on the project will be designated by types as follows:

TYPE A - Liquid, hot-laid, thermoplastic containing beads with a separate application of additional glass beads.

TYPE B - Prefabricated thermoplastic, glass bead reflective ribbon.

Material

648.11 General - Materials shall meet the requirements specified in the following subsections of Part 700:

Type A White, Hot-Laid Thermoplastic Material 761.50

Type B White, Prefabricated Thermoplastic Material ..761.51

Primers 761.52

648.31 General - All equipment used in the application of the pavement markings shall be so designed and operated to produce pavement markings of uniform quality conforming to the requirements of this specification. Installed pavement markings not conforming to these specifications shall be removed and replaced.

648.32 Application of Type B Thermoplastic Material - The Type B prefabricated thermoplastic material shall be applied to the pavement in a manner which will provide a uniform surface over the various widths as required. At application, the ambient air temperature shall be within the range recommended by the manufacturer. The Type B thermoplastic material may be supplied complete with a pre-coated, factory applied adhesive or it may be furnished with separate adhesives as recommended by the manufacturer. Whether the adhesive is pre-coated or supplied separately, the adhesive shall be such as to allow the thermoplastic material to be repositioned on the pavement surface before permanently fixing it in its final position with a downward pressure. When completed, the pavement markings shall not be less than 0.09 inch in thickness, exclusive of any pre-coated adhesive material, and shall have a uniform cross-sectional configuration. If the required pavement marking is 12 or more inches wide, it may be fabricated from 12-inch or 6-inch wide material. Longitudinal splices will be permitted, provided the gap at any splice does not exceed 1/16 inch.

Application of thermoplastic pavement markings shall be performed in a workmanlike manner. Any errors shall be corrected prior to continuing the application. Excess thermoplastic material left on the pavement shall be cleaned up prior to continuation of the operation.

648.33 Application of Beads on Type A Hot-Laid Thermoplastic Material - Glass beads shall be separately applied to the material as it is being placed.

The glass bead dispenser shall be so designed and operated as to uniformly and properly distribute the glass beads upon the Type A material so that objectionable irregularities in the material's reflectorization will not be present. This independent application of beads shall be applied uniformly at the rate of 1 pound for each 50 square feet of pavement marking. The

dispenser shall be located about 18 inches behind and controlled simultaneously with the pavement marking extrusion die. The beads shall be imbedded in the pavement marking to a depth of at least one-half their diameters.

Workmanship shall be first-class throughout the project. Only competent workmen experienced in placing thermoplastic shall be employed.

648.34 Preparation of Pavement - Prior to application of the thermoplastic pavement markings the pavement shall be cleaned to remove all material which would reduce the bond of the thermoplastic to the pavement. The pavement shall be broomed to remove any extraneous or loose material. Curing compounds or other similar materials shall be removed either by sand blasting or the use of chemical strippers. The method used shall not adversely affect the pavement surface to a depth, or of a width, greater than that required to afford adequate bond between the pavement and the thermoplastic. After cleaning, the area shall pass inspection of the engineer prior to application of the primer coat.

After the pavement surface is cleaned, a primer shall be applied to the area receiving the thermoplastic pavement markings to assure proper bond of the material. The primer application shall effect a continuous, solid film over the pavement surface. The primer shall be applied in strict conformance to the recommendations of the primer manufacturer and the manufacturer of the thermoplastic material.

648.35 Application of Type A Thermoplastic Material - The thermoplastic pavement markings shall be applied to an initially dry pavement surface after sufficient time has elapsed to insure the primer has adequately dried and further curing of the primer will not adversely affect the thermoplastic.

The Type A hot-laid thermoplastic material shall be applied to the pavement by a gravity and/or extrusion method. The pavement temperature at the time of application shall be as recommended by the manufacturer of the thermoplastic material. The width of pavement markings specified shall be applied in one or two applications. If the stripe width is obtained by two applications, they shall be made so that the adjacent applications fuse together with no apparent overlap or gap permitted. When completed, the pavement marking shall not be less than 1/8 inch, nor more than 3/16 inch, in thickness, exclusive of projecting surface-applied glass beads, and it shall have a continuous and uniform cross-sectional configuration with the upper surface slightly arched. The thermoplastic material shall be installed in a molten state within the temperature range recommended by the manufacturer. The ambient air temperature shall be in accordance with the manufacturer's recommendations during application.

Measurement

648.81 Pavement Markings - The quantity of thermoplastic pavement markings, exclusive of line markings, shall be the number by actual count of markings complete in place as specified and accepted.

648.82 Pavement Line - The quantity of thermoplastic pavement line shall be in the number of linear feet, measured to the nearest 0.1 foot, of the particular width complete and in place as specified. Measurement shall be along each segment or individual piece of thermoplastic pavement line.

648.83 General - Required removal of painted traffic markings, cleaning of pavement, priming, etc., are considered as incidental to the pavement lines and markings and no separate measurement thereof will be made.

Payment

648.91 General - The accepted unit pay quantities, determined as above provided, will be paid for at the applicable contract unit price per unit of measurement for one or another of the pay items listed below or covered under special provisions and set forth in the bid schedule.

Item Reference		Unit of Measurement
(a)	Thermoplastic Pavement _____.....	Each
(b)	_____-inch Thermoplastic Pavement Line...	Linear Foot

In item (a) the name of the pavement marking will be inserted. In item (b) the width of the thermoplastic line material will be inserted.

Payment at the unit price for the applicable pay item shall be full compensation for furnishing and placing all materials, including labor, equipment, tools and incidentals necessary to complete the work.

761.50 Type A White, Hot-Laid Thermoplastic Material:

(a) Composition - The Type A material shall contain not less than 20% by weight of glass spheres and not less than 12% of titanium dioxide.

The pigment, beads and filter shall be well dispersed in the resin. The material shall be free from all skins, dirt, foreign objects, and other deleterious substances. The material shall be of such composition that it will not bleed, stain or discolor when applied to pavements.

The glass beads used in the formulation shall have a refractive index of not less than 1.50 when tested by the liquid immersion method at 25 degrees C; shall consist of 75% minimum by count of water white true spheres; shall be free of air inclusions; and shall have the following grading:

Sieve Sizes	Percentage Passing
No. 40	95 Min.
No. 70	10 Max.

(b) Specific gravity - The specific gravity of the material as received shall not exceed 2.12 when tested in accordance with ASTM D 153, Method A. The immersion liquid shall be kerosene and the test sample shall be ground to pass a No. 30 seive to perform the specific gravity test.

(c) Physical characteristics - The material shall not exude fumes which are toxic, obnoxious or injurious to persons or property when it is heated to a temperature range specified by the manufacturer for application. The material shall remain stable when held for four hours at the said temperature range, or when reheated repeatedly after cooling to ambient temperature.

The temperature-viscosity characteristics of the material shall remain constant throughout repeated reheatings and shall show like characteristics from batch to batch. There shall be no obvious change in color of the material as a result of repeated reheatings or from batch to batch.

When applied at the specified temperature range and thickness, the material shall set to bear traffic in not more than 2 minutes when the air temperature is 50 degrees F and not more than 10 minutes when the air temperature is 90 degrees F.

The material shall readily extrude at 400 degrees F from equipment used to produce a cross section 1/8-inch to 3/16-inch thick, which shall be continuous and uniform in shape and shall have clear and sharp dimensions.

After heating for 4 hours at 400 degrees F, the material shall conform to the following requirements for flowability:

Four hundred grams of the material shall be stirred rapidly for 10 seconds in a cylindrical pint can approximately 3 3/4 inches high and 3 5/16 inches in diameter, with the rim removed. When poured from the can tipped at a 45 degree angle, the residue which will not flow out of the can shall not exceed 20% of the original weight. The appartus used for holding the pouring can shall provide point contact with the can to prevent heat loss.

After heating for four hours at 450 degrees F, the material shall conform to the following requirements:

(c-1) Reflectance - The daylight luminous reflectance of the material shall not be less than 75% relative to magnesium oxide after cooling to 77 degrees F when tested in accordance with ASTM E 97.

(c-2) Impact resistance - The impact resistance shall be not less than 10 inch-pounds at 77 degrees F after the material has been cast into bars 1/2-inch thick by 1/2-inch wide by three inches long and placed with 1 1/4 inches extending above the vise in a cantilever beam (Izod) type tester using the 25 inch-pound scale. A description of the instrument is shown in ASTMD256, except that the striking edge of the pendulum shall be 1.058 inches above the top surface of the vise.

(c-3) Bond strength - When two 2" X 3 1/2" X 7" portland cement concrete blocks, at a temperature of 77 degrees F, are cemented together on the 3 1/2" X 7" faces with a 1/16" to 1/8" layer of the material and tested in accordance with ASTM C 321, the bond strength at 77 degrees F shall be not less than 150 pounds per square inch. Failure in adhesion shall not exceed 50% of the total area of the break. The remainder of the break shall be in cohesion or in concrete failure. The faces of the concrete blocks to which the material is applied shall be first abrasive blast cleaned to remove laitance and foreign material and then primed with a Buna N Rubber and Phenolic Resin Primer conforming to the following:

Composition:

Buna N. Rubber/Phenolic Resin Ratio - Between 60/40 and 70/30
Solids, percent 9-11

Composition of Solvent	Specifications	% By Weight
Methyl Ethyl Ketone	TT-M-261	50
Methyl Isobutyl Ketone	TT-M-268	20
Toluene	TT-T-548	20
Di-Isobutyl Ketone	--	5
Xylene	TT-X-916	5

(c-4) Yellowness index - The yellowness index shall not exceed 0.12 after the sample is cooled to 77 degrees F when tested in accordance with Federal Test Method Standard No. 141, Method 6131.

(c-5) Low temperature stress resistance (cracking) - The material shall not crack or fail to adhere to the pavement when tested as follows:

A 1/8-inch thick layer of the material shall be applied to a one-foot square surface of a portland cement concrete block 4 inches thick which surface has been first abrasive blast cleaned to remove all laitance and foreign material and then primed with the primer specified in this subsection under paragraph (c-3). The concrete block to which the material has been applied shall be placed in a freezer chest or other insulated cold compartment and maintained at 15 degrees F for 24 hours. The material shall be examined immediately after the concrete block is removed from the cold compartment.

(c-6) Skid Resistance - The finished material shall have a skid resistance of not less than 50 BPN when tested with a British Portable Tester in accordance with ASTM E 303.

761.51 Type B White Prefabricated Thermoplastic Material:

(a) Composition - The Type B material shall contain not less than 15% or more than 18% by weight of glass spheres; not less than 38% or more than 42% pigments; and not less than 40% or more than 46% plastics and plasticizers.

The pigment shall include titanium dioxide. The glass spheres shall be colorless, clean and transparent and free from milkiness with a refractive

index not less than 1.5 when tested by the liquid immersion method at 25 degrees C and shall consist of 75% minimum by count of glass spheres retained on a 140 mesh US Standard Screen.

The material shall be not less than 0.09 inch thick, excluding the precoated adhesive, with clear cut and true edges.

(b) Physical characteristics - The material shall be of such a structure that at a temperature of 80 degrees F a piece 3" X 6" placed on a one-inch diameter mandrel may be bent over the mandrel until the end surfaces are parallel and one inch apart. There shall be no fracture lines apparent in the uppermost surface by visual inspection. Upon removing the material from the mandrel, the material shall return to its original flat condition in not more than eight hours at a temperature of 80 degrees F on a smooth, flat, glass surface.

The material shall have tensile strength of 300 psi plus or minus 100 psi when tested in accordance with ASTM D 638. Elongation shall not be greater than 50% utilizing a 6" X 12" material sample. The rate of pull of the test shall be 0.25 inch per minute and shall be conducted at a temperature of 80 degrees F.

The material shall have a maximum 60 degrees gloss of ten gloss units as measured according to the method described in ASTM D 523.

The maximum loss in weight of the material shall not exceed 0.25 gram in 500 revolutions when abraded according to Federal Test Method Standard No. 141 (Method 6192) using H-18 calibrated wheels, with 1000-gram load on each wheel.

The material shall show no noticeable slipping or fracture of the adhesive coating when subjected to the following shock-load test:

A 3" X 6" sample shall be applied to a 3" X 6" extra-coarse carborundum emery cloth or its equivalent so that a 3" X 3" overlap occurs. The application shall be such that a pressure of 50 psi is applied on the sample for 30 seconds. The ends shall each be clamped and with one end in a fixed position, a sudden load of 50 pounds shall be applied vertically to the other end. Upon immediate load release and examination, there shall be no noticeable slipping or fracture of the adhesive coating. This test shall be conducted at a temperature of 80 degrees F.

Precoated adhesive backing shall be pressure sensitive and shall remain stable with a controlled degree of flexibility and flow. A 3" X 6" sample shall withstand a static load of four pounds for a period of 30 minutes, as described in ASTM D 816 (Method A). The slippage between the sample and the emery cloth shall not exceed one inch. This test shall be conducted at a temperature of 80 degrees F.

The material shall pass the following adhesive shear strength test according to ASTM D 638 as modified below. The sample shall be prepared as follows:

Samples 6" X 1" shall have applied to the adhesive face a 1" X 3" piece of carborundum extra-coarse emery cloth or its equivalent so that there is one square inch overlap. A pressure of 50 psi shall be applied over this area for a period of 30 seconds. Load is applied by gripping each end of the test piece in a suitable tensile test machine such as a Dillon or Scott tester. The average of the load required to break the adhesive bond from three such tests shall not be less than one-fourth of the load required to break a one-inch strip of the sample. The speed of testing shall be 0.25 inch per minute and the test shall be conducted at a temperature of 80 degrees F.

The skid resistance of the material shall be not less than 50 BPN when tested with a British Portable Tester in accordance with ASTM E 303.

761.52 Primers - The primer used over concrete or asphalt pavements shall be a material designed to increase the bond of the thermoplastic material to the pavement. The primer shall be compatible for use with concrete and thermoplastic material or asphalt and thermoplastic material.

761.53 Testing Certification - The contractor shall submit to the State a certification from an independent private laboratory indicating that all material properties are in accordance with these specifications.

761.54 Warranty -The contractor shall completely replace all thermoplastic material in any line or marking which is showing evidence of not properly adhering to the pavement within a six-month period following application.

8600

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 18, 1977

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Project No. PMS-0005(53)
Portland Pavement Marking
Project #2

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

The subject project consists of markings of the word "only" and pavement arrows on City of Portland streets some of which are maintained by the city and some by the state.

The epoxy striping material suggested in Mr. Valach's letter of April 8 is known to our Traffic people. Some is in use on a section of the Cascade Lakes Highway but it has only been down about a year and has not been checked for durability.

The Traffic Section is testing other materials as well and will write a spec as soon as a selection has been made. Traffic will also prepare the safety evaluation strategy for the subject project.

DNS:az
cc: L. E. George

NOTED
E. S. HUNTER
cc E J Valach
4-20-77

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3600

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-77

FEDERAL AID PROJECT NO. [illegible]8-000S(53)

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71555

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1.

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO Swan
FOR

Into	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. M. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-11-77	Various & Non Federal-aid	City streets

GENERAL LOCATION:

"Portland Pavement Marking Project #2"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION TEC $1,800

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-23-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-77	G. L. Black	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

4-8-77

PROPOSED PROJECT
1973 HIGHWAY SAFETY ACT
CITY/~~COUNTY~~ PORTLAND
DATE _____
TITLE II. SECTION (X) 205
( ) 230

Location:

ON: City of Portland streets

From: City-wide - (357 locations)

To: _____

Please Attach Map - Individual drawings of each location will be available before contract submittal.

Project Description: To install pavement markings with longer life product.

Current Situation: Pavement markings are re-marked twice a year under our present capabilities. To provide adequate visual information or warning, they should be marked at least 3 times a year on a 120 day cycle. Heat applied thermoplastic powder has not proven to be a durable product in this climate.

ADT* Varies

Posted Speed 20-45 m.p.h. range

1975 Accidents 14,119 Total in the City of Portland

Expected Benefits: The optimum in traffic control is a visible at all times traffic delineation.

Method of Construction:

- [X] Contract
- [ ] State Forces
- [ ] Local Forces**

Estimated Cost $ 55,300.00 (See attached sheet)

*Average Daily Traffic

1973 HIGHWAY SAFETY ACT

TITLE II SECTION 205

DESCRIPTION OF WORK TO BE DONE:

To install pavement markings throughout the City of Portland with cold or hot applied plastics. These markings consist or the word "Only" and pavement arrows.

ESTIMATE OF QUANTITIES AND COSTS:

899 Pavement Arrows @ 18.9 sq. ft. = 16,991.1 sq. ft.

198 "Only" legends @ 22.7 sq. ft. = 4,494.6 sq. ft.

TOTAL 21,485.7 sq. ft.

This total includes City maintained markings only.

EXPLANATION:

Estimated that material and labor will be $2.57/sq. ft. in place.

TOTAL COST $55,218.24

1973 HIGHWAY SAFETY ACT

TITLE II SECTION 205

DESCRIPTION OF WORK TO BE DONE:

To install pavement markings throughout the City of Portland with cold or hot applied plastics. These markings consist of the word "Only" and pavement arrows.

ESTIMATE OF QUANTITIES AND COSTS:

274 Pavement Arrows @ 18.9 sq. ft.	=	5,178.6 sq. ft.
161 "Only" legends @ 22.7 sq. ft.	=	3,654.7 sq. ft.
TOTAL		8,833.3 sq. ft.

This total includes State maintained markings only.

EXPLANATION:

Estimated that material and labor will be $2.57/sq. ft. in place.

TOTAL COST $22,701.58

Estimated cost City Portion	55,218.24
Estimated Cost State Portion	22,701.58
	$77,919.82
Engineering & Contingencies 14.5%	11,298.37
	$89,218.19

Some of this Epoxy
used on Cascade Lakes Hwy.
1 yr. not checked on as yet
Lacey will check later

* Laffie is ~~not on~~ testing other
material + will write a
spec when data is studied

4-8-77

Some notes from a presentation of a Mr. Gillis from the Minn. Dept. of Transp. on Epoxy Paints. - They all about the HB Fuller product and their experience.

Placed on freeway in St. Paul with 85,000 - 92,000 ADT in 1973. Have lasted through 2 plus winters and is still in generally good shape.

State plans to put on lower volume ADT rural highway this summer

Material will bond to both asphalt & PCC.

Drying time - 5 to 7 min. at 10 - 15 mil thickness

Cost is $0.16/ft compared to $0.03/ft for paint.

Note: Return to FHWA/Salem when your through.

4/8/77

8600

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 8, 1977

In reply refer to: 1041A

SUBJECT: Project No. PMS-000S(53)
Portland Pavement Marking Project No. 2

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon
Attn: D.E. SWAN

Mr. Swan's March 23, 1977, letter requested P.E. authorization on this major striping project.

At the recent highway delineation conference in Salt Lake City, new pavement marking products were discussed. The attached literature discusses one product which has shown promise in lane marking. You may wish to review other systems discussed at this conference for application to this project and others.

The safety evaluation strategy for this project should be defined as soon as possible.

Jno. L. Green

Attachment

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 12 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

What does this project involve.

Some notes from a presentation of a
Mr. Gillis from the Minn. Dept. of Transp.
on Epoxy Paints. - They all about
the HB Fuller product. and their appliance.

Placed on freeway in St. Paul with
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Cost is $0.16/ft compared to $0.03/ft
for paint.

Note: Return to FHWA/Salem
when your through.
4/8/77

8601 Athena-Little Dry Creek & Ward St.-SW 19th Ave. (Milton-Freewater) Secs. (Grade & pave) 1977

8601

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

11 - 15 - 79

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Umatilla	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.S.
11-15-79	David B. Carter, Area Engineer	F-19(2); TQF-19(2); RS 193(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-21-78	12-13-78	$\frac{173}{225} = 77$ %	225 calendar workdays

APPROVED EXTENSIONS	LOCATION
	Approximately 5.0 miles south of Milton-Freewater in Umatilla County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ATHENA-LITTLE DRY CREEK & WARD ST.-S.W. 4th AVE. (MILTON-FREEWATER)
FREEWATER & OREGON-WASHINGTON HIGHWAYS
Grading and Paving

This project consisted of paving and associated work on two highways with 0.567 miles on the Freewater Highway in Milton-Freewater and 0.754 miles on the Oregon-Washington Highway.

The approximate final cost of the original contract items was $581,161. The original contract amount was $656,061. The approximate final project cost including engineering and all changes was $668,801.

Project signing and striping is complete.

All participating work has been completed.

It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
NOV 20 '79
REFER TO
FOR
Info | Instr | R/D | D/R | Sign | Act | File

11/20 cy Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter David B. Carter Area Engr.		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations G. K. Hossner Engineer	
TITLE: Area Engineer	DATE: 11-16-79	TITLE: Field Operations Engineer	DATE: 11-16-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel* (2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★	COUNTY	FEDERAL PROJECT NO. ★	URBAN (X) ★ RURAL ( )
Oregon 8601	Umatilla	TQF-19(3)	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST★	DOL.	598,401	
21	LENGTH OF PROJECT	MILES	5.568	

DATE STARTED ★: 9-16-77

DATE COMPLETED ★: 6-21-78

TOTAL NO. BRIDGES: ---

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
30	LABOR ★ *(Roadway and Bridges Combined)*	TOTAL MAN HOURS: 11,869	GROSS EARNINGS: $118,022	
22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	217,326	
9	PETROLEUM PRODUCTS ★	GAL.	92,413	
1	CEMENT	BBL.		

CARD C

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
2	AGGREGATES PURCHASED	TON.		
92		CU. YD.		
3	BITUMINOUS MATERIAL	~~XXX~~ TONS	2,262	
4	LUMBER	THSD. BD. FT.		

CARD D

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		
10	EXPLOSIVES	LB.	27,025	

CARD E

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
11	READY-MIXED CONCRETE	CU. YD.	3	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	39,640	
15	AGGREGATES PRODUCED	TON	8,037	
95		CU. YD.		

CARD F

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.	2,138	
19	BRIDGE RAIL	LIN. FT.		

CARD G

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52 | 53–61 | 62–70)

CARD H — CULVERT ITEMS

ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
6	CORR. STEEL CULVERT	
	12"	300'

CARD J

ITEM	
13	CONCRETE PIPE

CARD K

ITEM	
14	CLAY PIPE AND DRAIN TILE

CARD L

ITEM	
25	CORR. ALUMINUM CULVERT

CARD M

ITEM	
26	CAST IRON PIPE

★ MUST BE REPORTED ON ALL REPORTS

REVIEWED BY:

DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8601

8

December 15, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8601 awarded to L. W. Vail Co., Inc., for work on the Athena-Little Dry Creek and Ward Street-S.W. 14th Avenue (Milton-Freewater) Sections of the Freewater and Oregon-Washington Highways in Umatilla County was completed on June 21, 1978, and accepted by the State Highway Engineer on December 13, 1978.

Final payment in the amount of $29,679.05 will be released to the contractor after December 20, 1978. The total contract amount is $593,580.92 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Vail Co., Inc.
1920 N. 4th
Pasco, WA 99301

bc C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Wendell Schwartz

Athena-Little Dry Creek and Ward St.-S.W. 14th Ave.
Contract No. 8601

.8601

11-13-78

NARRATIVE REPORT

This was primarily an overlay project. It consisted of two sections, the Athena-Little dry Creek section and Ward St.-S.W. 14th Ave., Main Street of Milton-Freewater.

The Athena-Little Dry Creek section was patching and overlay of the existing highway. The Main Street section was quite involved with moving the railroad to the center of the street prior to the patching and overlay work.

The railroad work progressed slowly on the Main Street section and to prevent any conflict, the contractor paved the Athena-Little Dry Creek section first.

All of the paving was done on this job in the later end of the paving season. It started on October 24, 1977, and was completed December 5, 1977.

Weather conditions were not the most favorable and that, combined with the cold mix from the drum dryer, had its effect on the quality of this project.

We encountered some problems in the AC mixture. In attempting to change the production rate of the plant, the cold feed adjustments became completely fouled up to the point a complete shut down was necessary. The plant was recalibrated and allowed to resume operation with considerable caution. The bulk of the non-specification material encountered on this job was a result of the mis-adjustment of the plant.

The paving on this project showed considerable ravelling through the winter, but this seemed to heal up during the warmer summer weather. We have some poor joints and areas that are just plain rough. This was due mainly to the cool weather conditions.

I recommend that future paving jobs be scheduled so that the woek can be done during the best part of the paving season rather than the poorer part.

W C Ferguson

W. C. Ferguson
Resident Engineer

WCF:ljc

REFERRED TO
Beard, Steudenmeyer, Cole, Kimple, Eriksen, Watson, Hager, Dorn, Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Letter of acknowledgement DOR

Vorsteeg, Christensen DOR, George, Olson, Terpin, Sullivan Copy, Scott, Andersen

RECEIVED
NOV 13 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Athena-Little Dry Cr. &
SW 14th Ave.
Freewater & Oregon-Washington Hwys.
Umatilla County
Contractor: L. W. Vail Co. Inc.

Contract No. 8601
Prefix: 30-1046
F.A.P. IQF-19(3), F-19(2), &RS-193(1)
W.C. Ferguson Res. Engr.

Statement of Overruns and Underruns

Item	Original Amount	Semi-Final Est.	Percent + or -
Contract Bid Items	$ 656,060.50	$ 581,160.79	-11.4%
Anticipated Items	13,900.00	11,006.80	-21.8%
Contingencies	30,148.22	12,033.26	-60.1%
Construction Engineering	60,296.45	61,500.00	+ 2.0%
P. A. No. 6 Penalty for Non-Spec A.C. Mixture		- 9,371.60	
Total	$ 760,405.17	$ 656,329.25	-13.7%

Statement of Overruns and Underruns

Athena-Little Dry Cr. & Ward St.-
S.W. 14th Ave. (M&F)
Umatilla County
Contract 8601

Item No.	Item	Unit	Original Quantity	Project Quantity	+/-
1	Mobilization	Lump Sum	100%	100%	0
2	Temporary Protection and Dir. of Traffic	Lump Sum	100%	100%	0
3	Temporary Signs	Sq. Ft.	375	359	-4
4	Flagmen the production rate was low.	Hr.	480	624.5	+3(
5	Pilot car production rate was low	Hr.	120	171.5	+42
6	Removal of Structures & Obstructions	Lump Sum	100%	100%	0
7	Borrow Excavation plan quantities were low	Cu. Yd.	1,000.0	1,376.4	+37.
8	Watering	Deleted			
9	Aggregate Shoulders plan Quantities were low	Ton	1,500.0	1,746.36	+16.4
10	Class B Asphalt Concrete the overrun was due to the restriction of the limits of the leveling.	Ton	18,200.0	21,422.38	+17.7
11	Class C Asphalt Concrete mixture in leveling the leveling was restricted to the travel lanes and was not carried to the shoulders.	Ton	11,600.0	11,110.05	-4.2
12	Asphalt cement in mixture	Ton	1,940.0	1,810.42	-6.7
13	Asphalt in Tack Coat plan quantities were too high.	Ton	50.0	29.94	-40.1
14	12" Culvert pipe a run of 100' of culvert was needed to get under a flair that was overlooked on the plan quantities.	Lin. Ft.	200.0	300.0	+50.0
15	Adjust Guard Rail This rail was changed to type 2A	Lin. Ft.	4,450.0	3,875.0	-12.9
16	Guard Rail type 2A this was rail that was to be adjusted.	Lin. Ft.	1,700.0	2,138.0	+25.8

Item No.	Item	Unit	Original Quantity	Project Quantity	Percent + or -
17	Guard Rail Anchors Type 1	Each	13	13	0
18	Guard Rail Anchors Type 2	Each	3	3	0
19	Rail End Pieces Type C	Each	13	13	0
20	Extra for Asphalt Approaches plan Quantities were low	Ea.	12	15	+25
21	Delineators plan quantities were low	Each	160	205	+28.1
22	Mobilization	Lump sum	100%	100%	0
23	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0
24	Temporary Signs R.R. Co. put up signs for adjusting their rail and these signs were adequate.	Sq. Ft.	277	9	-96.8
25	Temporary Barricades These barricades were deleted.	Each	2	0	-100
26	Flagmen Plan quantities were to high, Ref. to item # 30	Hour	450	217.5	-51.7
27	Removal of Temporary Railroad crossing Item deleted and covered P.A. # 3	Lump Sum	100	0	-100
28	General Excavation There was no Base problem and excavation was not necessary.	Cu. Yd.	625	35.69	-94.3
29	Watering During the rainy season.	M. Gals.	10.0	0	-100
30	Class B or C Asphalt Concrete mix	Ton	8,100.0	4,984.87	-38.5
	For Items 30, 31, & 32, these items were reduced due to the restriction of curb width, and the ability to hold a suitable crown section.				
31	Class C Asphalt Concrete in leveling	Ton	4,500.0	2,124.12	-52.8
32	Asphalt Cement in mixture	Ton	820.0	415.33	-49.4
33	Asphalt in Tack Coat	Ton	12.0	6.04	-49.7
34	Adjusting Manholes	Each	26	25	-3.8
35	Traffic Signal Installation	Lump Sum	100%	100%	0

8601

No. 41

FORM E 1 7 10-63

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: B/ Athena- Little Dry Creek
A/ Ward St. - S.W. 14th Ave.
(Milton-Freewater)

WEEK ENDING: June 24, 1978

SECTION PREFIX: 30-1046

HIGHWAY: Freewater and Oregon-Washington

COUNTY: Umatilla

NAME OF JOB: Athena - Little Dry Creek and Ward St. - S.W. 14th Ave. (M.F.)

KIND OF WORK: Paving

CONTRACTOR: L. W. Vail Co., Inc.

CONTRACT NUMBER: 8601

FEDERAL AID PROJECT NUMBER: RS-193(1) & F-19(2)

DATE OF CONTRACT: 6 September 1977

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: A 11/18/77 B 7/31/78

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 6 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60 & 225

CALENDAR DAYS USED: 58 & 172

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 97 & 76

PROJECT AUTHORIZATION	$760,405.17	ENGINEERING AUTHORIZATION	$60,296.45
EXCLUSIVE OF ENGINEERING:	$700,108.72	ENGINEERING COST TO DATE	$57,433.81
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING	$700,108.72	PERCENT OF AUTHORIZATION	95 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN	0 %		

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: A 100 B 83

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: A 100 B 83

DATE PROJECT WAS COMPLETED: A 3/10/78 B 6/21/78

A/ Ward St. - S.W. 14th Ave.: (completion percentages. For Athena-Dry Creek see 2nd sheet.)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	Material Production	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.16 Mi.		A & B		1.32 Mi.
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.16				1.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)			625 CuYd		12,600 Ton		12,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE			35.61		49,105		7,109
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			35.61		49,105		7,109
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

2-Trucks, 1-Roller, 1-Distrubtor, 1-Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey, Jeckmond, Hopkins, Williams, Johnson, Glenn

RECEIVED
JUN 26 1978
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

BEN GIFFORD

No 41

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Athena - Little Dry Creek and Ward St. - S.W. 14th Ave. (M.F.)	SECTION: Athena - Little Dry Creek & Ward St. - S.W. 14th Ave.	WEEK ENDING: June 24, 1978
		SECTION PREFIX: 30-1046
	HIGHWAY	COUNTY
	KIND OF WORK	
CONTRACTOR	CONTRACT NUMBER: 8601	FEDERAL AID PROJECT NUMBER
DATE OF CONTRACT	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $	ENGINEERING COST TO DATE $	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	

By Athena - Little Dry Creek Section (to show completion percentages only)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	BEADING	Agg. Shldr.	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	Aggregate Shoulders		OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				5.57 Mi.			5.57 Mi.
MILES PARTIALLY COMPLETED							
MILES COMPLETED				5.57			5.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,500 Ton			29,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE				1,746			32,538
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,746			32,538
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Ovrcst mild	1		
MONDAY 19	Clear mild	1		
TUESDAY 20	Clear warm	1		
WEDNESDAY 21		0		
THURSDAY 22		0		
FRIDAY 23		0		
SATURDAY 24		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractorwas patching on the project to smooth up some joints.
TUESDAY	Contractor finished the patching on both sections of project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The patching on this project, completes the work that was remaining.
The patching was completed on 6/20/78.

SIGNED W C Ferguson LOCATION Pendleton

W.C. Ferguson Re. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F210

#8601 4-24-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-[illegible]2), TQF-19(3) & RS-193(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70104,70207,70136

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-10-77	3-6-78	Primary 19 & Secondary 193	Primary 8 & Secondary 330

GENERAL LOCATION:
Athena - Little Dry Creek & Ward St - SW. 14th Street (Milton-Freewater)

GENERAL DESCRIPTION OF WORK:
Remove 3 Poles, Construct 2 pole footings. Install 3 breakaway bases, reinstall, pole furnish and install 2 poles. Construct all necessary electrical work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AWARDED~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 6, 1978, as requested in Mr. Keasey's letter of April 7, 1978 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 10 is approved for TEC NTE $3,064, Federal Funds $2,630.

NOTED
F. B. KLABOE
H-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-24-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8601

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-1-78

FEDERAL AID PROJECT NO.
F [illegible](2) TOF 19(3) & RS 193 (1)

STATE PROJECT NO.
See below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70104, 70207, 70136

TO:

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-10-77	11-25-77	Primary 19 & Secondary 193
		STATE ROUTE NUMBER: Primary 8 & Secondary 330

GENERAL LOCATION:

"Athena - Little Dry Crk. & Ward St. - S.W. 14th Ave.

GENERAL DESCRIPTION OF WORK:

"Modify and repair traffic signal & electrical systems at Sta. 706+00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRICTION - PROCEED ON AN ~~AGREED~~ ~~UNIT PRICE~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 11-25-77 as requested in Mr. Keasey's letter of 3-1-78 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 at a total estimated cost not to exceed $2037.00 Federal funds $1747.00.

NOTED
F. B. KLABOE
3-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

8601

8

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

December 21, 1977

Mr. H. S. Coulter
State Highway Engineer
Room 129 Transportation Building
Salem, OR 97310

RE: PUX 1149 SXF 926

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-814 issued by the Public Utility Commissioner on December 1, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
R. L. Schroeder
W. E. Schwartz
James E. Chidsey
H. W. Oswald
R. P. Hamilton

RECEIVED
STATE HWY ENGR
DEC 23 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

NOTED
H.S.COULTER

ORDER NO. 77-814

Crossing Nos. 9A-013.35
through 9A-014.13
(14 Crossings)
DOT-AAR Crossing Nos. 101733V-34F
101736U-43E
101745F-46A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 926

In the Matter of the Application of)
THE STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.030, to relocate)
grade crossings of S.W. 2nd Avenue)
through S.E. 13th Avenue all)
intersecting Main Street (Oregon-)
Washington and Freewater Highways))
and Walla Walla Railway Company,)
mainline, in Milton-Freewater,)
Umatilla County, Oregon.)

On June 2, 1977, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed with the Commissioner an application seeking authority, pursuant to ORS 763.030, to relocate 15 grade crossings of S.W. 2nd Avenue through S.E. 13th Avenue, all streets under city jurisdiction. The single track and right-of-way of the Walla Walla Valley Railway Company, main line, in Milton-Freewater, Umatilla County, Oregon.

Applicant proposes to relocate the existing railroad track which lies in South Main Street (a state highway) into the center of the street from a location four feet to seven feet east of the street's centerline. Grade crossing protection at the intersecting streets (see list of crossings below) consists of stop signs and will consist of these same stop signs upon completion of the project. Applicant will construct the paved portion of the roadway including the portion lying between the rails and for a distance of two feet outside thereof. Walla Walla Valley Railroad Company will perform the track relocation work.

The grade crossings involved are as follows:

PUC Crossing Number	Street Description
9A-13.35	S.W. 2nd and Columbia at S. Main Street
9A-13.39	3rd and Oregon-Washington Highway at Main
9A-13.47	4th at S. Main Street
9A-13.52	5th at S. Main Street
9A-13.58	6th at S. Main Street
9A-13.66	SE 7th at S. Main Street
9A-13.70	SW 7th at S. Main Street
9A-13.76	8th at S. Main Street
9A-13.83	9th at S. Main Street
9A-13.88	10th at S. Main Street
9A-13.94	11th at S. Main Street
9A-14.01	12th at S. Main Street
9A-14.08	13th at S. Main Street
9A-14.13	S. Main Street between 13th and 14th

Copies of the application and responses thereto were duly served upon Walla Walla Valley Railway Company, the city of Milton-Freewater, Umatilla County, and applicant. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

1. The authority to relocate the crossings as requested herein is hereby granted.

2. Applicant shall:

   A. Reconstruct the roadway as set forth above and bear all the cost thereof;

   B. Maintain that portion of the roadway lying outside lines drawn two feet outside each rail and bear all the cost thereof; and

C. Notify the Commissioner upon completion of its portion of the project.

3. Walla Walla Valley Railway Company shall:

A. Relocate the existing track as set forth above and bear all the cost thereof;

B. Maintain that portion of the roadway lying between lines drawn two feet outside each rail and bear all the cost thereof; and

C. Notify the Commissioner upon completion of its portion of the project.

4. The city of Milton-Freewater shall:

A. Maintain the existing vehicle stop signs at each of the crossings and bear all the cost thereof;

B. Furnish, install and maintain advance warning signs and advance warning pavement markings at appropriate locations on the roadway approaches to each crossing and bear all the cost thereof; and

C. Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective December 1, 1977.

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
Public Utility Commissioner

bk

8601

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO.: F-19(3); TQF-19(3) & RS-193(1

STATE PROJECT NO.: See Below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70104;70207;70136

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE FS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
8-10-77	10-13-77	Primary 19 & Secondary 193 / Primary 8 & Secondary 330

GENERAL LOCATION:
"Athena - Little Dry Creek and Ward Street - SW 14th Avenue"

GENERAL DESCRIPTION OF WORK:
Construct Permanent RR X'ings by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED ~~XXXXXXX~~ ~~XXXXXXXXXXXX~~ OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-3-77 and based on the data submitted, you are authorized to proceed with the use of City Forces as being in the public interest, as represented by State Force Order No. 2 at a total estimated cost not to exceed $8,700, Federal Funds - $7,460.

11-15-77

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8601

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-84	FEDERAL-AID PROJECT AGREEMENT	Oregon
	10-25-77	County Umatilla
		Project No. F-19(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 11, S. Main St. (Milton-Freewater)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-77	0.754
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 128,220	$ 110,012

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By C V Kenney

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 25 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, October 17, 1977

Federal Aid Project
No. F-19(2)

S.W. 3rd St.-S.W. 14th Avenue (Milton Freewater)
Oregon-Washington Highway
Umatilla County

Project Agreement Estimate

Type Code 6201
Roadway (St. 708+00 to Sta. 747+80)

Mobilization	All Required (70%)		$ 5,600.00
Temporary Protection and Direction of Traffic	All Required (70%)		2,450.00
Temporary Signs	194 sq. ft.	4.00	776.00
Temporary Barricades	1 each	25.00	25.00
Flagmen	315 hour	15.00	4,725.00
Removal of Temporary Railroad Crossings	All Required (70%)		2,450.00
Watering	3 M-gal.	5.50	16.50
Class "B" or Class "C" Ashpalt Concrete Mixture	4,570 ton	7.75	35,417.50
Class "C" Asphalt Concrete Mixture in Leveling	2,560 Ton	7.75	19,840.00
Asphalt Cement in Mixture	464 ton	85.00	39,440.00
Asphalt in Tack Coat	7 ton	140.00	980.00
Adjusting Manholes	7 each	50.00	350.00
			$112,070.00

Anticipated Items

Permanent Pavement Striping (60%)	All Required	$ 900.00
	Subtotal	$112,970.00
	Engineering	15,250.00
	TOTAL	$128,220.00

Length of Project . . . . . 0.754 mile
Cost of Roadway Per Mile $170,053.05

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$128,220	$110,012	$18,208

Group 3 19%
Contract No. 8601
Prefix 30-1046

8601

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-89	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-25-77	State Oregon County Umatilla Project No. RS-193(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., Jct. SR 11 (Hilton-Freewater) NW

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-77	0.567
OTHER *(Specify)*		

FUNDS Pro rata 85.8%	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 102,616	$ 88,044

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By G Keasey

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 25 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 17, 1977

FEDERAL AID PROJECT
No. RS-193(1)

Ward Street - Oregon-Washington Highway
Freewater Highway
Umatilla County

Project Agreement

Type Code 6201
Roadway (St. 91+20 thru EQ 100+00=686+84.85 to Sta. 708+00)

Mobilization	All Required (30%)		$ 2,400.00
Temporary Protection and Direction of Traffic	All Required (30%)		1,050.00
Temporary Signs	83 Sq. Ft.	4.00	332.00
Temporary Barricades	1 each	25.00	25.00
Flagmen	135 Hour	15.00	2,025.00
Removal of Temporary Railroad Crossings	All Required (30%)		1,050.00
General Excavation	625 Cu. Yd.	3.50	2,187.50
Watering	7 M-Gal.	5.50	38.50
Class "B" or Class "C" Asphalt Concrete Mixture	3,530 Ton	7.75	27,357.50
Class "C" Asphalt Concrete Mixture in Leveling	1,940 Ton	7.75	15,035.00
Asphalt Cement in Mixture	356 Ton	85.00	30,260.00
Asphalt in Tack Coat	5 Ton	140.00	700.00
Adjusting Manholes	19 Each	50.00	950.00
Traffic Signal Installation Complete	All Required		6,200.00
			$ 89,610.50

Anticipated Items

Permanent Pavement Striping (40%)	All Required	$ 600.00
State Furnished Field Laboratory	All Required	200.00
		$ 800.00
	Subtotal	$ 90,410.50
	Engineering	12,205.50
	TOTAL	$102,616.00

Length of Project . . . . . 0.567 mile
Cost of roadway per mile $180,980.59

Federal Funds (85.8%)	$ 88,044
State Funds	14,572
TOTAL	$102,616

Group 2 16%
Contract No. 8601
Prefix 30-1046

8601

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.: 10-40	FEDERAL-AID PROJECT AGREEMENT	Oregon
	10-18-77	County: Umatilla
		Project No.: TQF-19(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 11, 0.3 mi. S. of Athena, N.E. 5.57 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8/10/77	5.568
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 85.8% FEDERAL FUNDS
$ 528,433	$ 453,395

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn W. Brown
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator OCT 18 1977

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, October 12, 1977

FEDERAL AID PROJECT
No. TQF-19(3)

ATHENA-LITTLE DRY CREEK SECTION
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

Type Code 6201

Roadway (Sta. 847+00 to Sta. 1141+00)

Mobilization	All Required		$ 20,000.00
Temporary Protection & Direction of Traffic	All Required		5,000.00
Temporary Signs	375 sq. ft.	4.00	1,500.00
Flagmen	480 hour	15.00	7,200.00
Pilot Car	120 hour	20.00	2,400.00
Removal of Structures and Obstructions	All Required		1,000.00
Borrow Excavation	1,000 cu. yd.	2.00	2,000.00
Watering	50 M-gal	9.50	475.00
Aggregate Shoulders	1,500	4.50	6,750.00
Class "B" or "C" Asphalt Concrete Mixture	18,200 ton	7.00	127,400.00
Class "C" Asphalt Concrete Mixture in Leveling	11,600 ton	7.00	81,200.00
Asphalt Cement in Mixture	1,940 ton	85.00	164,900.00
Asphalt in Tack Coat	50 ton	140.00	7,000.00
12-inch Culvert Pipe	200 lin ft.	10.00	2,000.00
Adjust Guardrail	4,450 lin. ft.	1.70	7,565.00
Guardrail, Type 2A	1,700 lin. ft.	4.80	8,160.00
Guardrail Anchors, Type 1	13 only	260.00	3,380.00
Guardrail Anchors, Type 2	3 only	330.00	990.00
Rail End Pieces, Type C	13 only	80.00	1,040.00
Extra for Asphalt Approaches	12 only	75.00	900.00
Delineators	160 only	22.00	3,520.00
			$454,380.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 4,500.00
On-the-Job Trainees (1 at $800) (E.W.)	All Required	800.00
State Furnished Guardrail Material (S.F.)	All Required	4,900.00
Hauling State Furnished Guardrail Material (S.F.)	All Required	1,000.00
		$ 11,200.00

Subtotal	$465,580.00
Engineering	62,853.00
TOTAL	$528,433.00

Length of Roadway . . . . . 5.568 miles
Cost of Roadway Per Mile . . . $94,905.35

Federal Funds	$453,395.00
State Funds	75,038.00
TOTAL	$528,433.00

Group 1 - 65%
Contract No. 8601
Prefix 30-1046

ATHENA-LITTLE DRY CREEK SECTION
Nonparticipacting - State Work

State Responsibility for Damages	All Required	$1,000.00

8601 8-30-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-19(2)

STATE PROJECT NO.: See below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70104

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Init. | Issues | B/D | D/R | Sign | Act | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-30-77

FEDERAL ROUTE NUMBER: Primary 19

STATE ROUTE NUMBER: Primary 8

GENERAL LOCATION:

"Athena-Little Dry Creek & Ward St. - S.W. 14th Ave. (F-19(2); TQF-19(3) &RS-193(1)"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment (City of Milton-Freewater)
TEC NTE $1,589 - Fed. Funds $1,363

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's July 5, 1977, and August 30, 1977, letters, you are authorized to proceed with the actual adjustments for the City of Milton-Freewater's water gate valve boxes. Reimbursement on an agreed lump sum basis is approved.

I approve the agreement with the City of Milton-Freewater consisting of your Regional Utilities Engineer's letter of 6-10-77, the City of Milton-Freewater's letter of 5-20-77 and the plans and estimate furnished by Mr. Preston's 7-5-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-77	G. K. Green	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3601

~~ROW 18-4~~ 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 30, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, OR 97310

Revised Estimate of Cost
City Utility Adjustments
Ward St.-S.W. 14th Ave.
(Milton-Freewater)
Freewater & Oregon-Washington
Highways
Umatilla County
Project Nos. RS-193(1) & F-19(2)

Dear Mr. Green:

Mr. Preston's letter of July 5, 1977, submitted an lump sum estimate of cost of $4,635.08 for the adjustment of 28 sewer manholes and 29 gate valve boxes which are in conflict with this project.

Later, our Design people inadvertantly included the sewer work as part of the contract. This matter has been discussed with the City and they agree that a lump sum estimate for the water work only is satisfactory with them. Therefore, please revise the estimate as follows:

Project No. RS-193(1)

Adjust 22 gate valve boxes at a cost of $54.82	=	$1,206.04

Project No. F-19(2)

Seven gate valve boxes extensions at $54.82	=	383.74
TOTAL WATER ADJUSTMENTS	=	$1,589.78

RECEIVED
TECHNICAL SERVICES
AUG 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The details of the components for the lump sum estimate for this water work is the same as included in the company's May 19, 1977 letter which accompanied our above mentioned July 5 letter.

Your approval of this revised lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions

NOTED
J. H. VERSTEEG

of PPM 30-4 and 30-4.1 is requested. The revised estimate of cost to the State is $1,589.78.

Yours truly,

for J. L. Gaither

D. E. Swan
Federal-Aid Engineer

DES:PP:db

cc: E. S. Hunter
Robert Church
Phil Preston

8601-

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 15, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 1 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened September 1 on the following projects:

1. Sunset Bay Park
   Coos County
   Sewerage facilities

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Portland Pavement Marking No. 2
   Portland Highways
   Multnomah County
   Pavement marking

   Same as No. 1

3. Athena-Little Dry Creek
   Oregon-Washington Highway
   Umatilla County
   Grade and pave

   Variable travel way 24-48 feet, variable shoulders 6-10 feet

   Same as No. 1

   Ward St-SW 19th Ave (Milton-Freewater)
   Freewater & Oregon-Washington Highways
   Umatilla County
   Grade and pave

   Variable travel way 40-48 feet, variable shoulders 8.5-13 feet

   Same as No. 1

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8601

8-10-77

9

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. See below
	ITEM NO. 70104; 70207 & 70136	COUNTY NAME Umatilla
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-10-77	8-10-77	Primary 19 & Secondary 193	Primary 8 and Secondary 339

GENERAL LOCATION:

"Athena - LIttle Dry Creek Section and Ward St. - S.W. 14th Ave. (Milton-Freewater) Section"

GENERAL DESCRIPTION OF WORK:

Grading and paving (Code 6201 Miles 6.889)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☑ OTHER (Specify)

State furnished Field Lab $ 200
Perm. pavement striping (SF) 6000
State furnished guardrail & hauling 5900
On the Job Training 800

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☑ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As request in Mr. Swan's letters of June 7 and July 12, 1977, I concur that the subject projects are non major actions as set forth in FHPM 7-7-2, paragraph 10e.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 8, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 924,351 - federal funds 793,084.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-10-77	G. K. Hoosier	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8601

9

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) ~~228-9111~~ 221-1300

Mr. J. E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

August 5, 1977

NOTED
E. S. HUNTER

Dear Sir:

Please make reference to previous correspondence concerning relocation of the Walla Walla Valley Railway Company trackage that is located in Main Street between S. E. 14th Avenue and Broadway in Milton-Freewater, Oregon.

We have now received authority to proceed with the relocation. We will furnish all new ties, necessary rail and fittings and plan to perform the work by an outside contractor, cost of which will be borne by the Railway.

All paving of the street area, including the relocated track area, will be performed by your contractor at the State's expense.

We expect to have the relocation work completed by October 1, 1977.

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

K. D. King

By: K. D. King
Assistant Regional Engineer

KDK/fc

RECEIVED
AUG 8 1977
RR & UTILITY UNIT

RECEIVED
TECHNICAL SERVICES
AUG 9 - '77
REFER TO
FOR
Info | Limit | R/D | D/R | Sign | Act | File

MILTON-FREEWATER-Gen.
(W.O. 3732)

xc: ~~E.S. Hunter~~
J. H. Vebsteeg
D. E. Swan
W. E. Schwartz
J. B Boyd
J. C. Socci's

NOTED
J. E. CHIDSEY

8601

Milton-Freewater

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/27/77
Donald L. Rust

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Ward St - SE 14th (Milton-Freewater)
Highway Fremont & Oregon-Washington
County Umatilla Region _____
Type of Work C P Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No significant problems identified
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Request to DOGMI 4-18-77 Limited Exemption
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8601

8

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/27/77

All Clear Deadline 8-25-77 Bid Letting

SECTION Athena - Little Dry Creek
Highway Oregon - Washington
County Umatilla Region
Type of Work Paving Funds Trans
State ✓ Consultant Plans Avail. Yes No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Have current permit
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8601

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

July 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

City Utility Adjustments
Ward St.-S.W. 14th Ave.
(Milton-Freewater)
Freewater & Oregon-Washington
Highways
Umatilla County

NOTE:
E. S. HUNTER

Dear Mr. Green:

Here are two copies of a lump sum estimate of cost to adjust the City's facilities dated May 20, 1977.

A certification prepared by Mr. Harlin Gerlach as to the City's rights in the land occupied by their facilities is in our files.

The City was verbally advised of the conflicts, and the relocation agreement will, therefore, consist of the verbal notification, the estimate of cost submitted herewith and our letter authorizing them to proceed with the work.

The work is within the City's limits and, therefore, a permit is not required. The State is not entitled to a credit for expired service life under the provisions of PPM 30-4, as the relocation involves segments of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. The estimated cost to the State is $4,635.08.

Yours truly,

Phil Preston
Utility Special Studies Engineer

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FOR
Info | Inves | R/D | D/R | Sgn | Act | File

PP:db
Enclosure

cc: E. S. Hunter
D. E. Swan
Robert Church

Form 81-734-3123

8601

8

GENERAL FILES

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 23, 1977

In reply refer to: HA.5-OR

SUBJECT: Oregon Project F-19(-)
Athena-Little Dry Creek
Oregon-Washington Highway
Umatilla County

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur in a public interest finding for the State to furnish the following items on the subject project:

State Furnished Guardrail Blocks	300 ea.	$1.59	$477.
State Furnished Guardrail Posts	300 ea.	6.59	$1,977.
State Furnished Guardrail Members	1,700 lin. ft.	$0.37	$629.

for G. L. Green

cc:
D. O. Christensen

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STATE HWY ENGR
JUN 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

cy Hendra
Secretary

8601

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 22, 1977

FILE:

FROM: J.E. Chidsey
Railroad & Utility Engineer

SUBJECT: Ward St.-S.W. 14th Ave.
(Milton Freewater) Section
Freewater & Oregon-Wash. Highways
Umatilla County

TO: D.H. Moehring
Program Management Engineer

B u i l d i n g

NOTED
E. S. HUNTER

Attention: Ben Gifford

As a part of the subject project, the tracks of the Walla Walla Valley Railroad running down Broadway Street are to be shifted to the centerline of the roadway. Burlington Northern is the parent company of the Walla Walla Valley Railroad and they have locally agreed to fully fund the shifting of the tracks and raising the track elevation to meet the new pavement grade. At the present time they are awaiting word from their St. Paul office for the necessary expenditure of funds. In checking with the Portland office of the Burlington Northern Railway, I am advised that this authorization will be forthcoming in the near future. A definite date is hard to establish due to the necessary approvals which must be obtained in the St. Paul office and the current vacation schedule which delays these approvals.

After the approval is received, it will be necessary for the Burlington Northern to let a contract for the relocation of the trackage.

In view of the inconvenience to the motoring public in the City of Milton-Freewater utilizing Broadway Street and intersecting Streets, it is felt that the contract for the repaving of this facility should be delayed until such time as the Burlington Northern can receive authority to relocate their tracks, award a contract to their contractor, and have a definite time in mind for completion of the necessary work. Presently this project is on the Schedule of Contract Lettings for receipt of bids on July 28, 1977. It is recommended that the bid receipt date be postponed until the various factors of railroad shifting, et cetera, can be determined. As soon as anything definitive is received by my office, I will advise you so that the project may be replaced on the scheduled contract lettings at the earliest convenience.

JEC:jw
cc: E.S. Hunter
J.H. Versteeg
C.T. Keasey
John Bond
Art Brummitt
W.E. Schwartz

RECEIVED
STATE HWY ENGR
JUN 23 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8601

8

Verstoeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 14 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

June 13, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Athena-Little Dry Creek
Oregon-Washington Highway
Umatilla County

We are requesting a public interest finding in the state furnishing the following items on the subject section:

State Furnished Guardrail Blocks	300 ea.	$1.59	$477.00
State Furnished Guardrail Posts	300 ea.	$6.59	$1,977.00
State Furnished Guardrail Members	1,700 lin. ft.	$0.37	$629.00

This material has beenppurchased from previous projects. The posts and blocks are in the Foothills Blvd. maintenance site and the rail members are at Meacham. Credits have been made to previous projects and charges will be made to the subject project at the above listed amounts. The State Maintenance forces will deliver the above items and stockpile them at the State owned prospective material source.

The contract specifications will require the contractor to use these materials and require him to furnish new bolts, washers, nuts, splice bolts, etc.

The above has been discussed by telephone and tentatively approved by Mr. Hossner of the F.H.W.A.

8601

8

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

June 1, 1977

Mr. Roger P. Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1149

Dear Mr. Campbell:

Enclosed is an original and 8 copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Walla Walla Valley Railway Co., one copy for service upon Umatilla County, one copy for service upon City of Milton-Freewater and 4 copies are for use by your office.

Very truly yours,

JAMES A. REDDEN
Attorney General
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: H. S. Coulter
W. E. Schwartz
C. T. Keasey
D. E. Swan
James Chidsey

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUN 1'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PUC Docket No. IF

PUC Crossing Nos. 9A-013.35 thru 9A-014.13 (15 xings)

DOT-AAR Crossing No. 101733V - 34F, 101736U - 43E, 101745F - 46A

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its Department (name of applicant)

of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

relocate (~~construct/alter/change protection at/relocate/close~~) grade (grade/separated) crossings

of S.W. 2nd Ave. through S.E. 13th Ave. all intersecting Main St. (Oregon-Washington and Freewater Hwys.)
(name of street or highway)

and Walla Walla Valley Railway Co.,
(name of railroad company)

Mainline,
(name of railroad main or branch line or other trackage)

in (in/near) Milton-Freewater (name of city/town/rail station), Umatilla (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected-

State Grade Crossing Protection fund.
Estimate of dollar cost to fund: $_____

Federal-Aid Highway System funds.*

Federal Aid Primary & Federal Aid Secondary

Other Federal Funds, such as "Safer Roads Demonstration Program" Funds.*

_____

None of above.

*If Federal Fund assistance is expected, please give appropriate Federal statutory provision.

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation or an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) X Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form AS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify)_____

_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: Transportation Building, Salem, OR 97310

2. Statutory authority under which this application is made: 763.030 (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 13.00 thru 14.13

   City Milton-Freewater

   Nearest railroad station ----

   County Umatilla

   The proposed project is to be in the -- 1/4 of the -- 1/4 of Sections 1&12,

   Township 5N, Range 35E, W.M.

4. Name of public highway involved in this project:

   Main St. (Oregon - Washington and Freewater Hwys.)

   Name of public authority with jurisdiction over this highway:

   Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Walla Walla Valley Railway Co.

   Mainline
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Walla Walla Valley Railway Co.

   b. Oregon DOT, Highway Division

   c. City of Milton-Freewater

   d. Umatilla County

   e.

   f.

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose).

From Station 204 south, relocate the existing railroad tracks into the center of S. Main St. from a location 4'-7' east of street centerline.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes If yes, why? To remove possible conflicts of rail movements with motor vehicle activity.

9. Is the crossing involved (to be) a separated crossing? No

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No
If no, why not? Much too extensive and expensive.

11. Physical description of the crossing: The alignment of the streets forming the grade crossings is of no significance. All traffic entering S. Main has to stop before entering. The Physical description of the crossing will not change.
a. The Highway
(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project:

(2) Width---The highway is _____ feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from _____ to _____) of:
(N or E) (S or W)

At Present--	After Completion--
Shoulder* of _____ feet	Shoulder of _____ feet
____lane(s) at _____ ft. each	____lane(s) at _____ ft. each
Median of _____ feet	Median of _____ feet
____lane(s) at _____ ft. each	____lane(s) at _____ ft. each
Shoulder of _____ feet	Shoulder of _____ feet

Explanation, if necessary:

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At Present:	After Completion:
Type of surface on traveled way:		
on approaches	_____	_____
at crossing	_____	_____
Type of surface on shoulders:	_____	_____
Condition of surface:	_____	_____
on approaches	_____	_____
at crossing	_____	_____
Is the highway curbed on the approaches?	_____	_____

(4) Gradient, going <u>toward</u> crossing on---	At Present:	After Completion:
_____approach (N or E)	±_____%	±_____%
_____approach (S or W)	±_____%	±_____%

(5) Nearest public roadway intersection on each approach---

(a) _____ approach _____ ft; ADT _____
(N or E)

(b) _____ approach _____ ft.; ADT _____
(S or W)

Name of road or highway:

(a) S. Main St.

(b) _____

Public authority with jurisdiction over road or highway:

(a) Oregon DOT, Highway Division

(b) _____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see Item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) _____; (b) _____
(yes/no) (yes/no)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the State Grade Crossing Protection Account, they should also be listed under Item 14 herein.)

b. The Railroad

	At Present:	After Completion:
(1) Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W): Mainline

(2) Angle of intersection--- Varies

If more than one track-highway angle exists, please give details track by track:

(3) Alignment---Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Tangent from S.W. 2nd Ave. to S.E. 13th Ave. then on Curve to left.

	At Present:	After Completion:
(4) Nearest switch--- N/A		
_____ (N or E) of crossing:	_____ ft	_____ ft
_____ (S or W) of crossing:	_____ ft	_____ ft
(5) Rail through crossing--- N/A	At Present:	After Completion:
Weight of rail (lbs/yard):	_____	_____

Year installed: _____ Year manufactured: _____

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway - S. Main St.

(1) Average daily traffic volume:

At Present: 12,200; After Completion: 12,200;

Expected 5 years after completion: 13,200.

(2) Speed of vehicles--- N/A

	At present:	Expected after completion:
300 ft from crossing on _____ (N or E) approach:	_____ mph	_____ mph
on _____ (S or W) approach:	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph

(3) Direction of traffic flow: N&S (N & S, etc.) _____

b. The Railroad

(1) Train movements--- (avg per day)	At present:	Expected after completion:
Freight trains:	2	2
Switching movements:	0	0
Passenger trains:	0	0
(2) Speed of trains---		
Maximum allowable:	10 mph	10 mph
Typical:	6 mph	6 mph
Slowest normal:	4 mph	4 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator: Not pertinent; all crossings require a stop before entering S. Main St.

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ approach: (N or E)	_____ft to right; _____ft to left
_____ approach: (S or W)	_____ft to right; _____ft to left
(2) From a "safe stopping distance" (see table on Page 8) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ approach: (N or E)	_____ft to right; _____ft to left
_____ approach: (S or W)	_____ft to right; _____ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCE ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--- None Proposed

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? _____ (yes/no)

If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? _____ (yes/no)

If yes, explain how you proposed to overcome this problem:

If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, Flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Existing protection at all 15 crossings - Stop signs

Number of such devices: 1 or 2*; To be located as follows:

* 1 if street does not go through; 2 if street continues on the other side.

(1) Who will perform the installation? Existing

(2) Estimated cost of installation: $ --- ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? City of Milton-Freewater

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Milton-Freewater	100

*** Include cost of furnishing the protective device(s)

b. Protection type: N/A

Number of such devices: _____; To be located as follows:

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: N/A

Number of such devices: _____; To be located as follows:

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____***

***Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division

Estimated cost of this portion: $ 66,000 .

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon DOT, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division. - Paving WWVR-Track Work

b. Remainder of crossing area: Oregon DOT, Highway Division 100%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Walla Walla Valley Railway Co.

b. Remainder of crossing area: Oregon DOT, Highway Division

18. Who will pay for sa[illegible]aintenance?

a. Between the rails and for a distance of two feet outside thereof:

Walla Walla Valley Railway 100%

b. Remainder of crossing area: Oregon DOT, Highway Div. 100%

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

N/A

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? _____

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings N/A

20. At the crossing, the highway will be _____ the railroad tracks.
(above/below)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____
(yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. _____

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? _____

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? _____

If so, describe (and attach complete drawing):

27. Is a temporary crossing at grade necessary during the construction period?

_____
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

SECTION IV. PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

30. How much circuitry is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A---1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B:

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

37. Who will maintain the barricades, if any, at the closed crossing?

_____

38. Who will pay for said maintenance? _____

_____

SECTION V. (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: 9A-012.87, 2 Stop Signs; 9A-012.90-C, 1 Stop Sign; 9A-012.92-C, none; 9A-013.00, 1 Stop Sign; 9A-013.10, 9A-013.16, none; 9A-013.20, 2 Stop Signs; 9A-013.24, 1 Stop Sign; 9A-014.17-C, none; 9A-014.22-C, 1 Stop Sign; 9A-014.25-C, 1 Stop Sign.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings required for access and expedient flow of traffic.

41. Other items of construction and cost distribution: Tracks to be moved to center of S. Main St. and raised to meet new top of pavement grade. Work to be done by Walla Walla Valley Railway Co. Cost to be shared as follows: WWVR - cost of track movement; ODOT, Highway - all paving work; City of Milton-Freewater - cost of Traffic Control & Temp Signing.

* * * *

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 13, 14, 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 1st day of June, 1972.

H S Coulter
(Applicant)

James S. Lee
(Attorney)

I, H. S. COULTER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 1st day of June, 1972.

James S. Lee
(Notary Public for Oregon)

My Commission Expires: 12-18-80

Form AX-1/75
Signature Page

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Typical Sections
2B	Summary & Prospective Material Source
2C	Temporary Protection & Direction of Traffic — Not Included
3-8 Inch	Plan & Profile

STATE OF OR

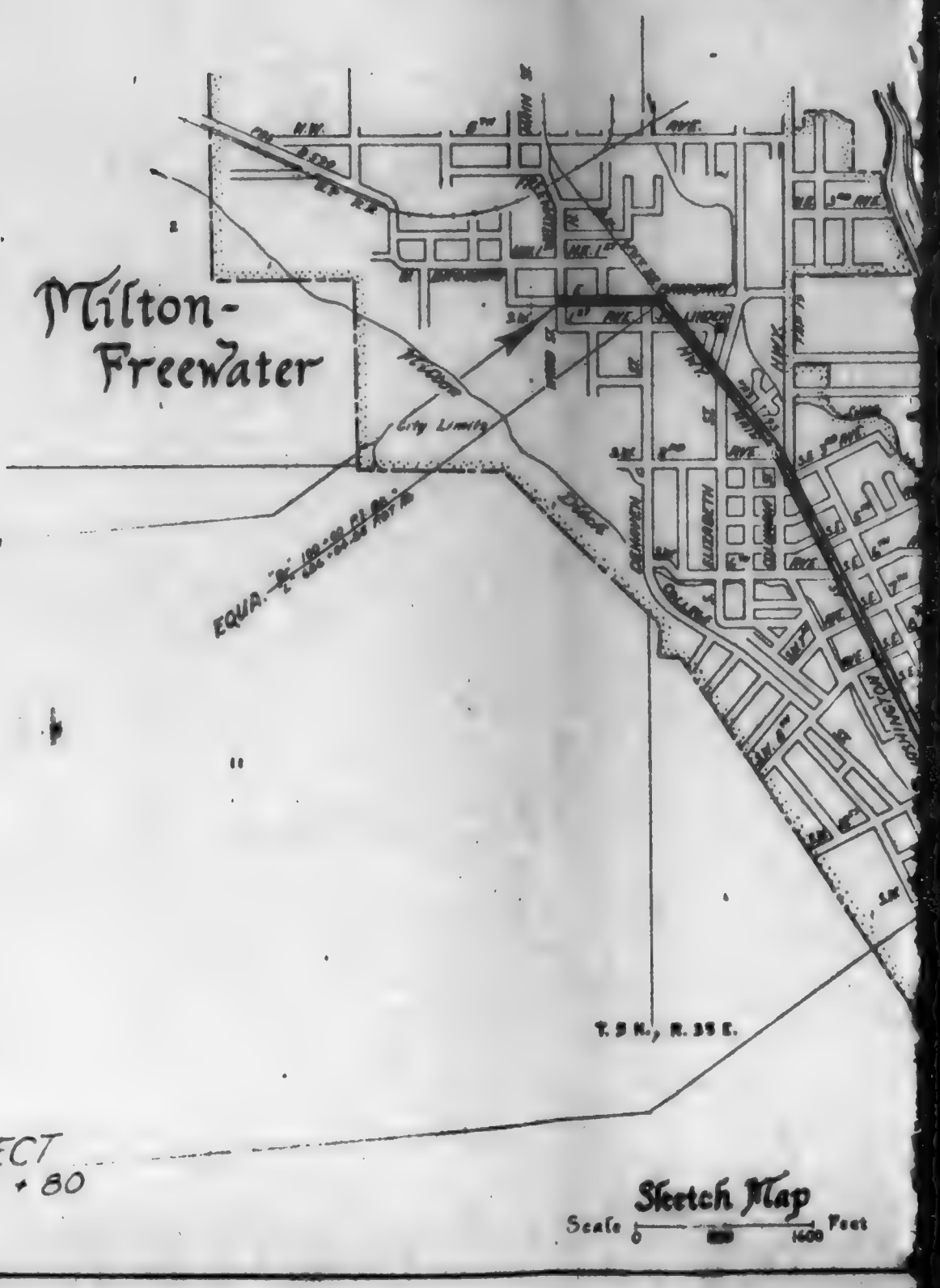
STATE HIGHWAY

PLANS FOR PROPOSED

WARD ST. ~ S.W. 14TH AVE. (MI

FREEWATER & OREGON-WASH

UMATILLA COUN



S-4

E OF OREGON

GHWAY DIVISION

OR PROPOSED PROJECT

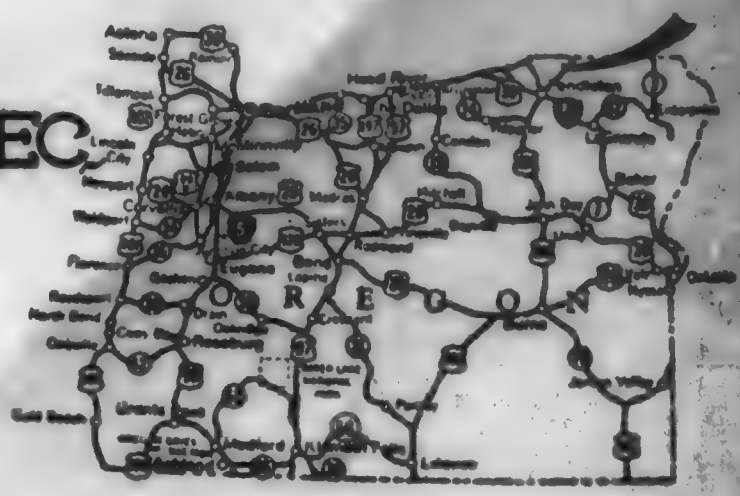
AVE.(MILTON-FREEWATER)SEC.

GON-WASHINGTON HIGHWAYS

ATILLA COUNTY

WARD ST.~SW 14TH AVE.(MILTON-FREEWATER)SEC. FREEWATER & OREGON-WASHINGTON HIGHWAYS UMATILLA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

FA



ch Map

1600 Feet

FINAL DESIGN
UNIT
MAY 6 1977
DESIGN SECTION

REGISTERED PROFESSIONAL ENGINEER
H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER
EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Kiaboe	ASSISTANT DIRECTOR FOR OPERATIONS

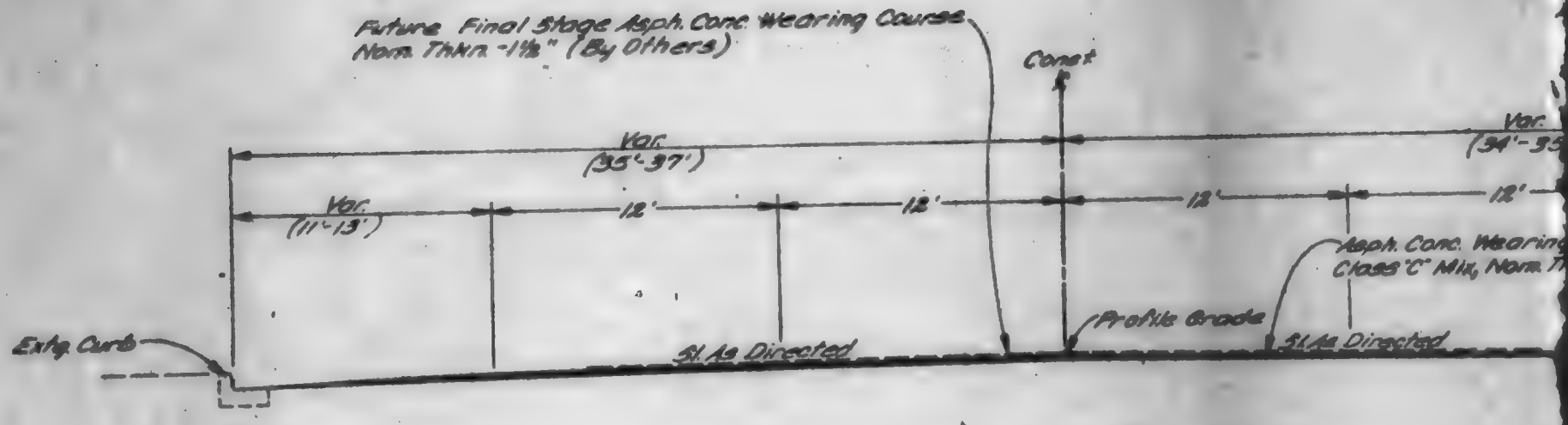
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

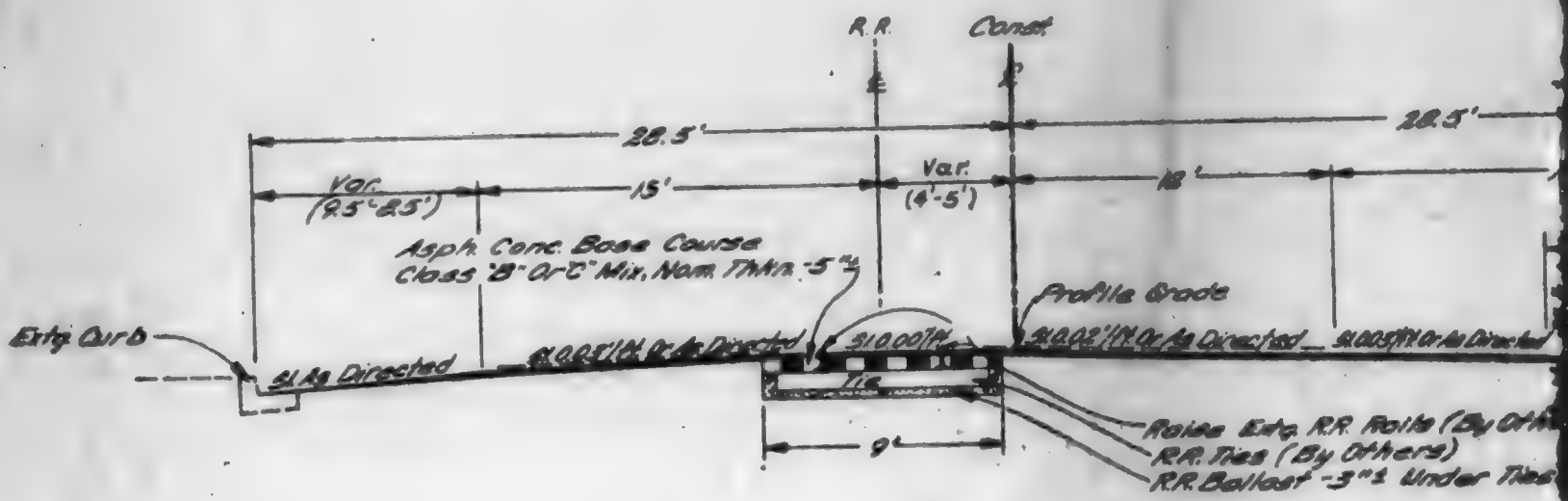
DIVISION ENGINEER — DATE

RIW MOD 69-12-18 1-59-23-11

TYPICAL SEC



STA. 91+20 To STA. [EQUA. 100+00.00 Bk. = 686+84.85 Ah.]



(For Surfacing Details Not Shown, See Section Above)

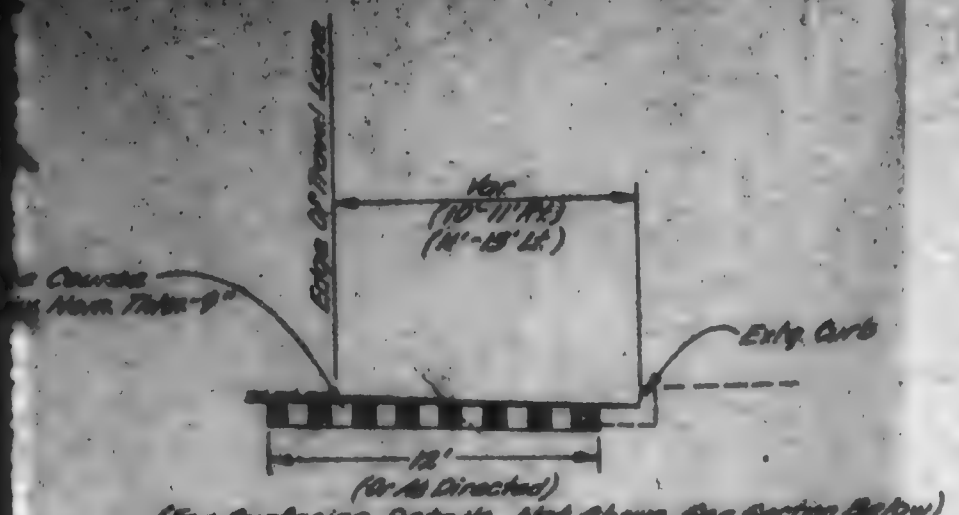
STA. [EQUA. 100+00.00 Bk. = 686+84.85 Ah.] To STA. 702+75

STA. 702+75 [EQUA. 703+44.28 Bk. = 703+43.80 Ah.] To STA. 704+00 (Taper Sec

Watson - McGill - Olsen

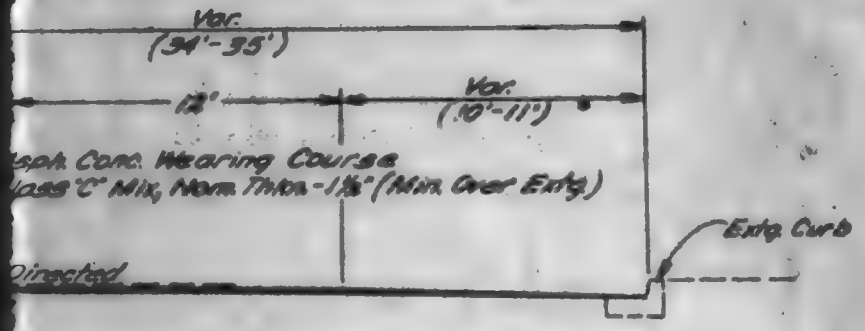
Main St.-SW 14th Ave. (Milton-Freewater) Sec. FREEWATER & OREGON-WASHINGTON HIGHWAYS UMATILLA COUNTY				SHEET No. 2
NO. ROAD Div. No.	STATE	PROJECT NUMBER	AREA FED.	TOTAL SHEETS
10	OREGON			

L SECTIONS

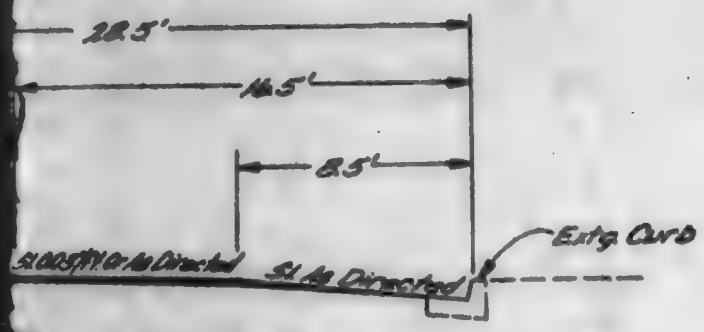


(For Surfacing Details Not Shown, See Section Below)

STA. 91+20 To STA. 99+00
(Approximately - 780' On Rt. & 700' On Lt.)
Where Directed



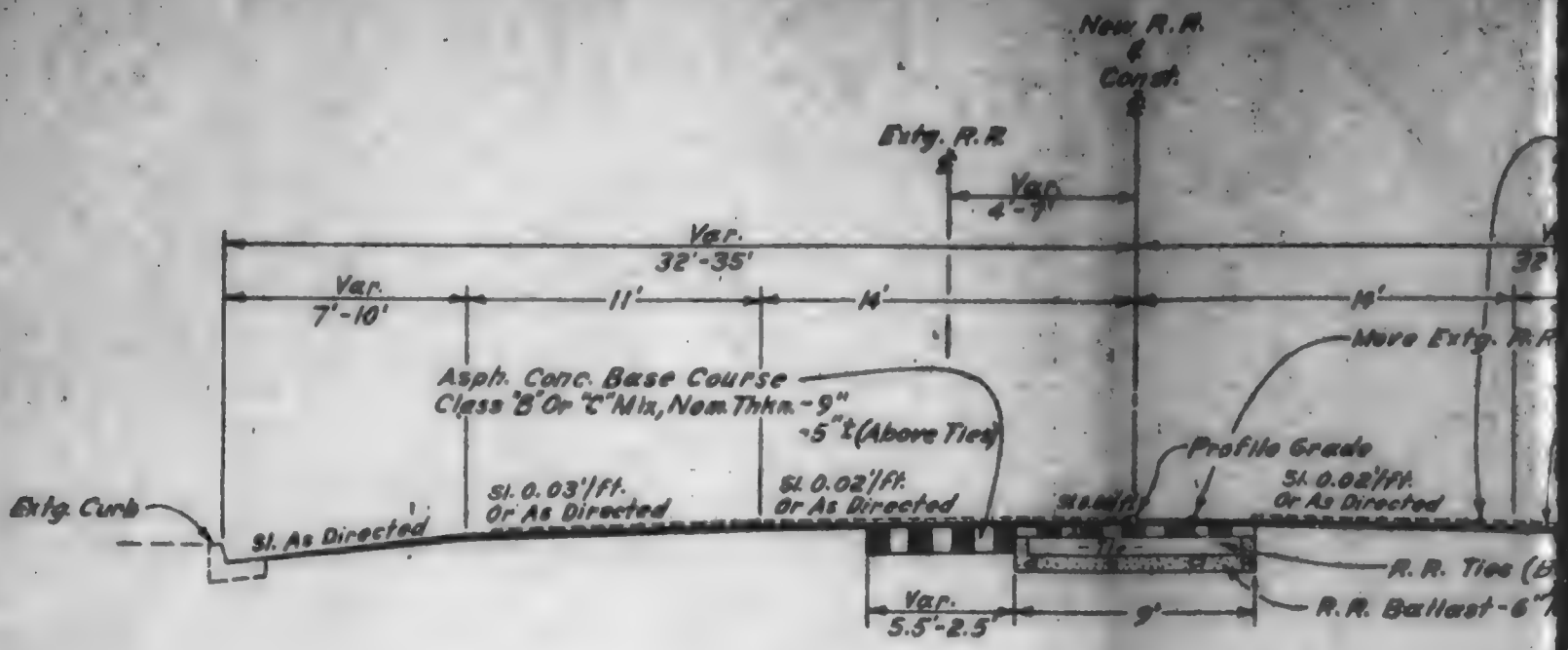
0+00.00 Bk.
8+84.85 Ah.
(BROADWAY AVE.) [FREEWATER HWY.]



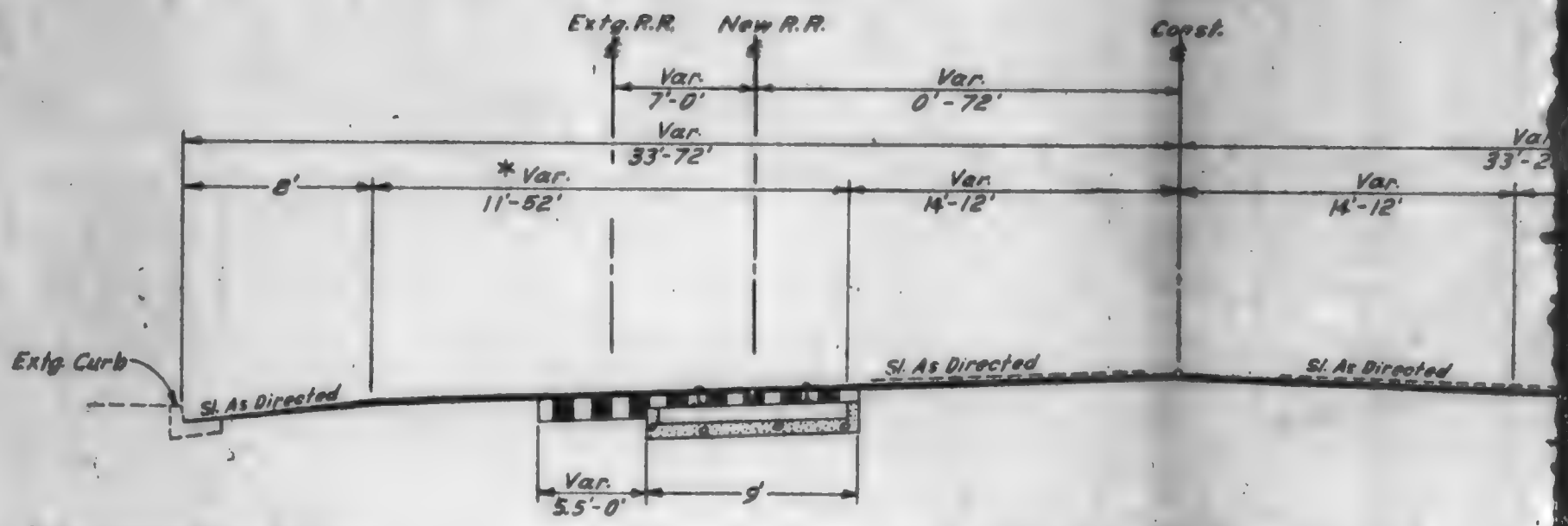
(By Others)
(By Others)
Under Tiles Or As Directed (By Others)

(Taper Section)
(S. MAIN ST.) [FREEWATER HWY.]

TYPICAL SECTIONS CO



STA. 704 + 00 To STA. 744 + 00 (S. N



* End Lane At Sta. 747+20±

(For Details Not Shown, See Section Above)

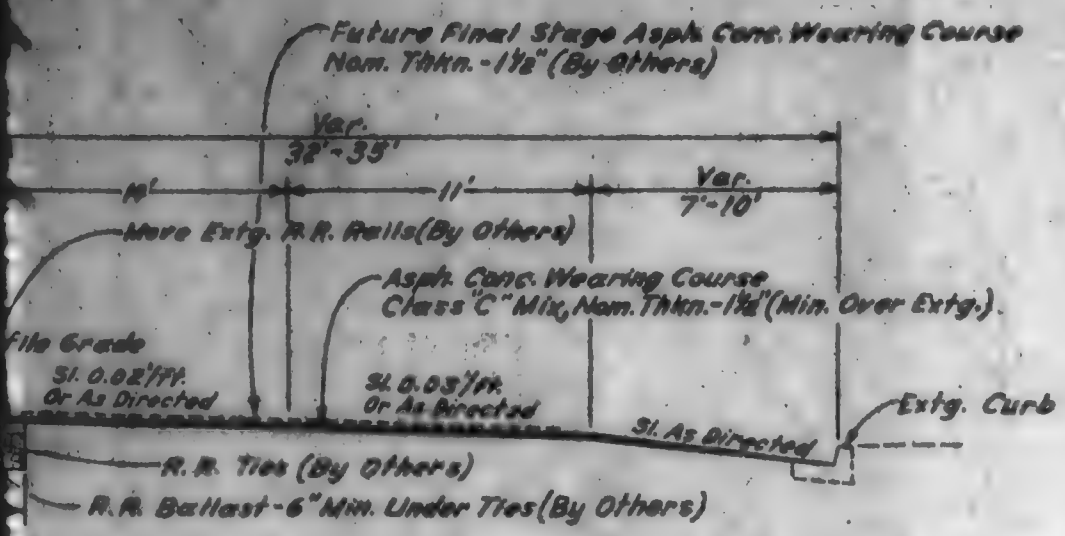
STA. 744 + 00 To STA. 747 + 80‡ (Tap

(For Details Not Shown, See Section Above)

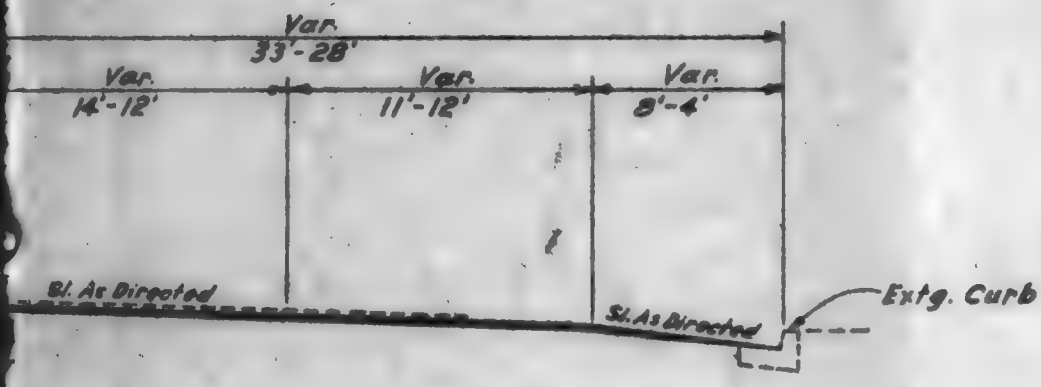
STA. 707 + 30 Lt. (S.E. 3rd Ave.) (80'

ONS CONT'D.

Ward St.-S.W. 14th Ave. (Walton-Freewater) Sec. FREEWATER & OREGON-WASHINGTON HIGHWAYS UMATILLA COUNTY				SHT. No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

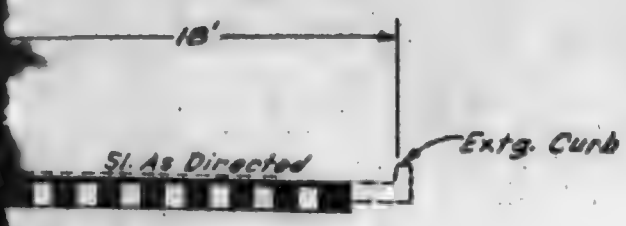


A. 744 + 00 (S. Main St.) [OREGON-WASHINGTON HWY.]



ection Above)

. 747 + 80± (Taper Section) (S. Main St.) [OREGON-WASHINGTON HWY.]



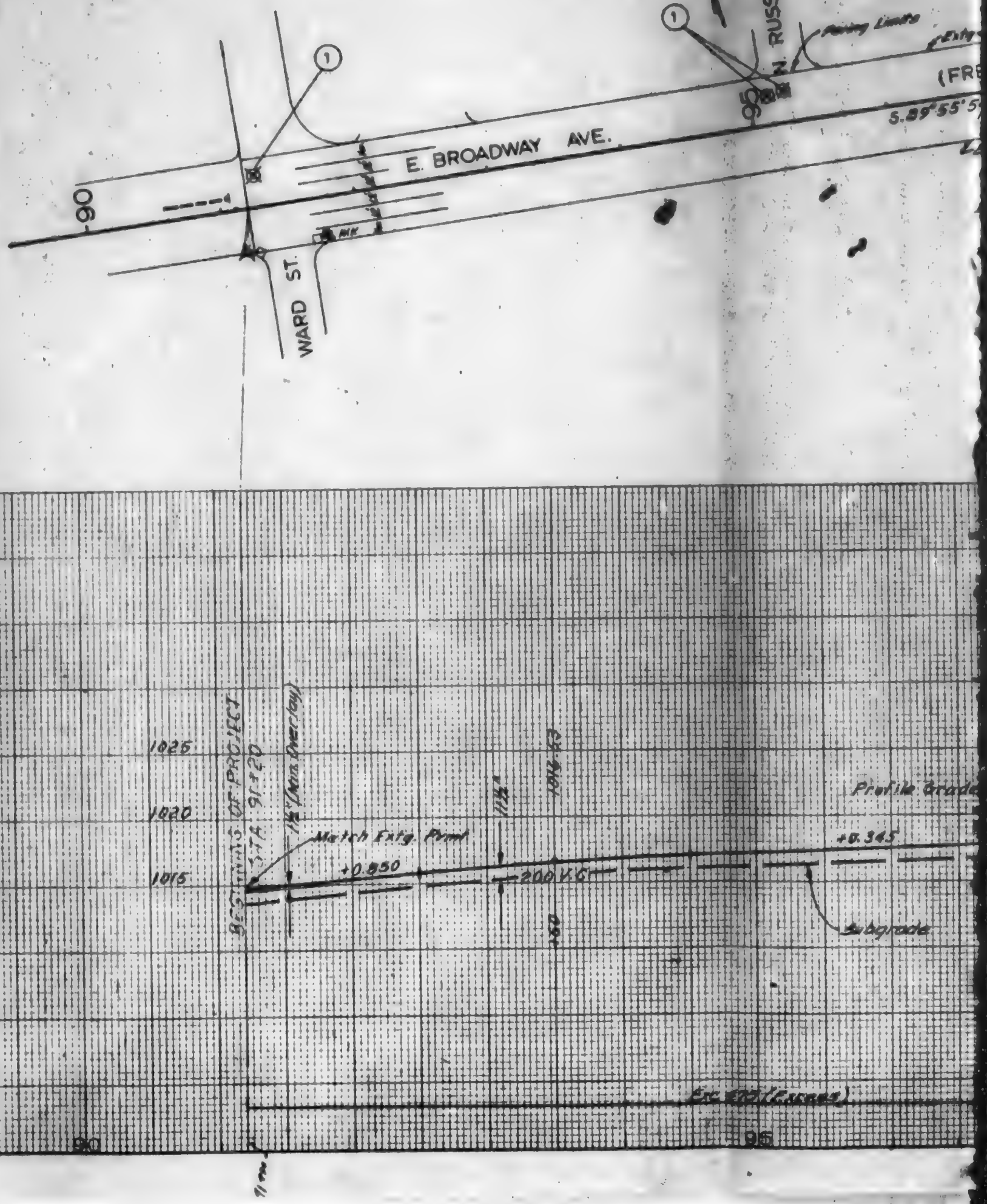
ection Above)

3rd Ave.) (80'± As Directed)

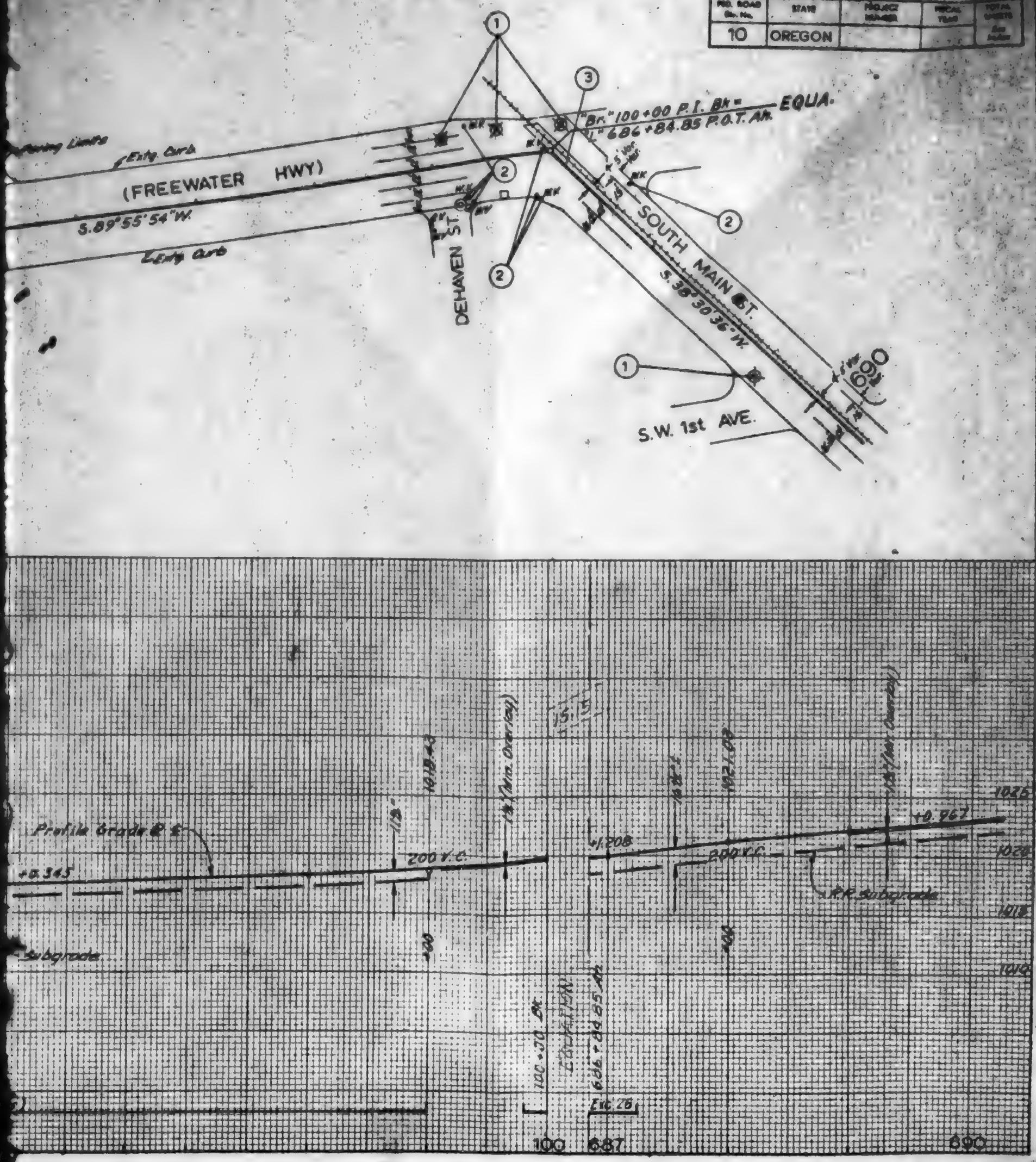
(1) Adjust Manholes - 3 (Total)

(2) Adjust Water Valves - 9 (Total) (By Others)

(3) Remove Extg. Temp. R.R. Crossing - 1
(Exc. Incl. In Main Rdwy. Distr.)


E. BROADWAY AVE.
N. RUSSELL ST.
WARD ST.
90
95
Matching Limits
(FR
S.89°55'5
Match Extg. Pvmt
+0.950
200' V.C.
+0.345
Subgrade
Profile Grade
Exc. End (Excess)
1025
1020
1015
Elevation of Pavement
Elevation of Pavement
Elevation of Pavement

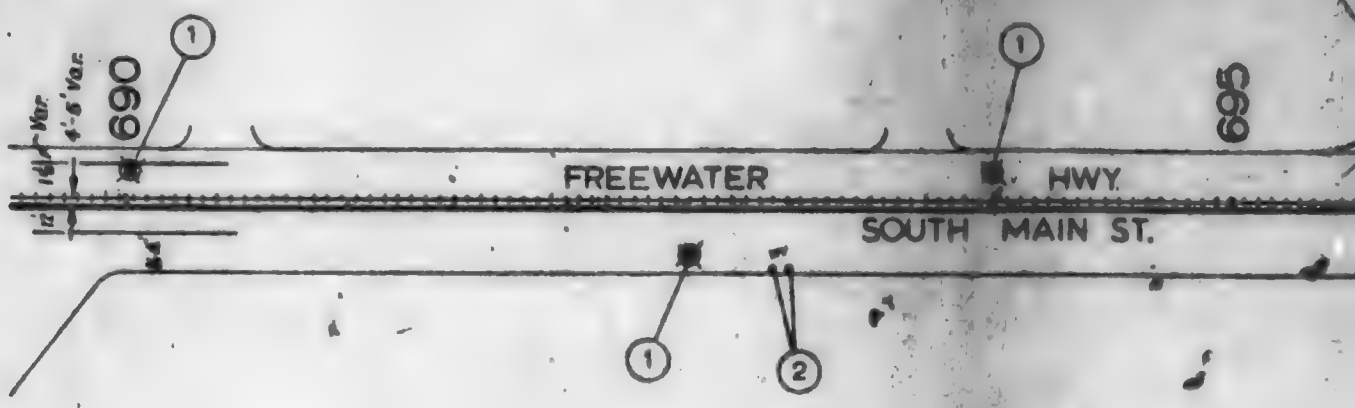
WARD ST.-S.W. 14th AVE. (MILTON-FREEWATER) SEC. FREEWATER & OREGON-WASHINGTON HIGHWAYS UMATILLA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

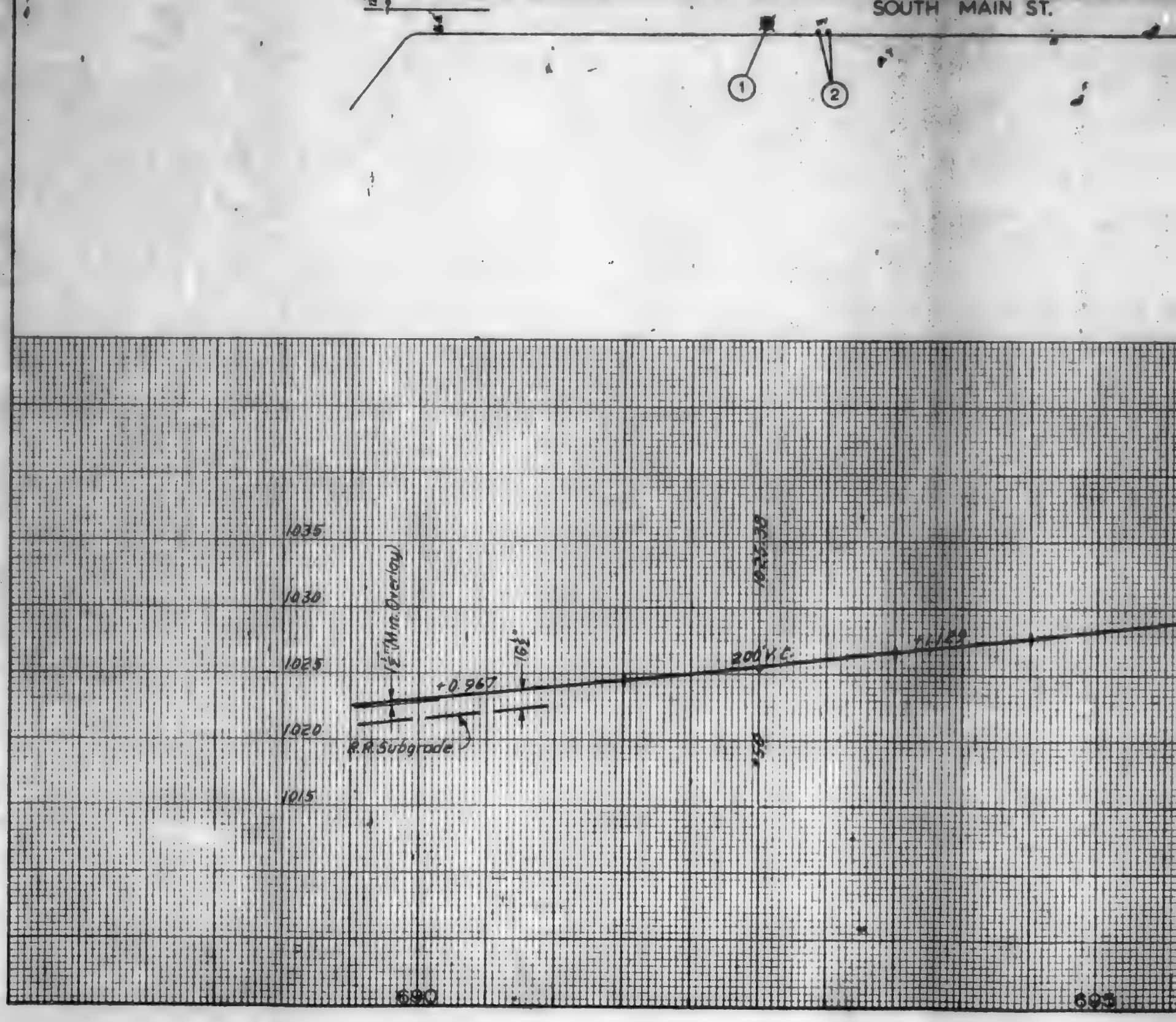


(1) Adjust Manholes - 7 (Total)

(2) Adjust Water Valves - 7 (Total) (By Others)

(3) Remove Exto. Temp. R.R. Crossing - 1
(Exc. Inc. In Main Rdwy. Distr.)





Ward St.-S.W. 14th Ave. (Milton-Freewater) Sec
FREEWATER & OREGON-WASHINGTON HIGHWAYS
UMATILLA COUNTY

SHEET NO. 4

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

695

Paving Limits

Edge Curb

SHIELDS AVE.

700

N.P.R.R.(W.W.V.R.R.)

N. 38°30'36" W.

T.

Edge Curb

Edge Line

ELIZABETH ST.

Profile Grade @ ℄

+1.00%

200' V.C.

2.0 Superelevation

Exc. 20 (Excess)

695

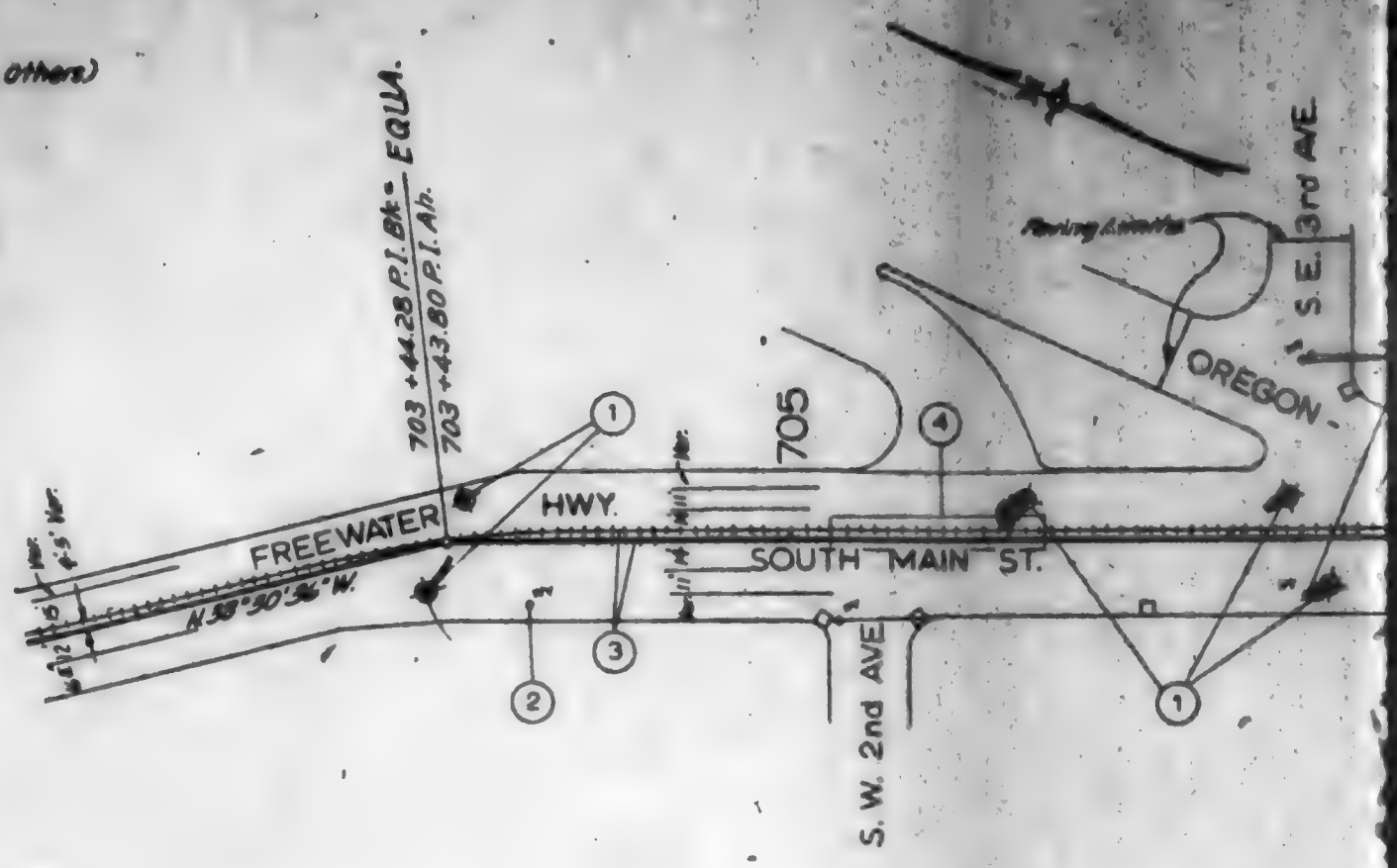
700

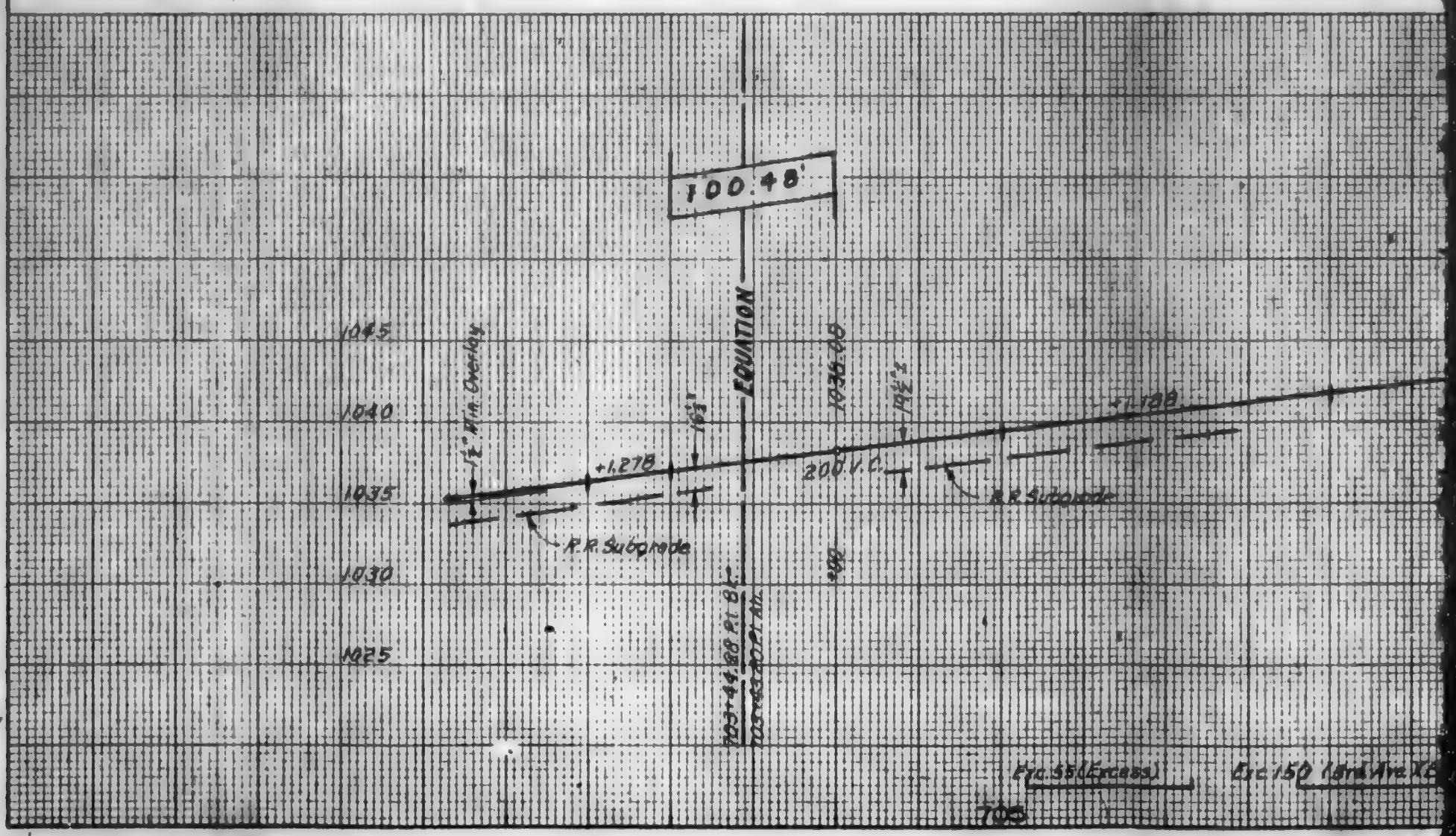
(1) Adjust Manholes - 7 (Total)

(2) Adjust Water Valves - 6 (Total X By Others)

(3) Relocate Exist. R.R. (By Others)

(4) Remove Exist. Temp. R.R. Crossing - 1 (Exc. Incl. In Main Rdwy. Distr.).





Ward St.-SW. 14th Ave. (Milton-Freewater) Sec.
Freewater & Oregon-Washington Highways
Umatilla County

Fed. Road Dist. No.	State	Project No.	Federal Funds	Total Project Including Bridges
10	OREGON			

Sheet No. 5

OREGON

S.E. 3rd AVE.

WASHINGTON

N. 24° 53' W.

710

N.P.R.R. (W.W.V.R.R.)

S.E. 4th AVE

HWY.

Edge Curb

S.W. 3rd AVE.

S.W. 4th AVE

S.W. 5th AVE.

Edge Curb

Profile Grade of ℄

+1.100

200 V.C.

300 V.C.

+1.150

Ref. Subgrade

Ground Line

Ground Line

1055

1050

1045

1040

150 (Std. Arc VC Crest)

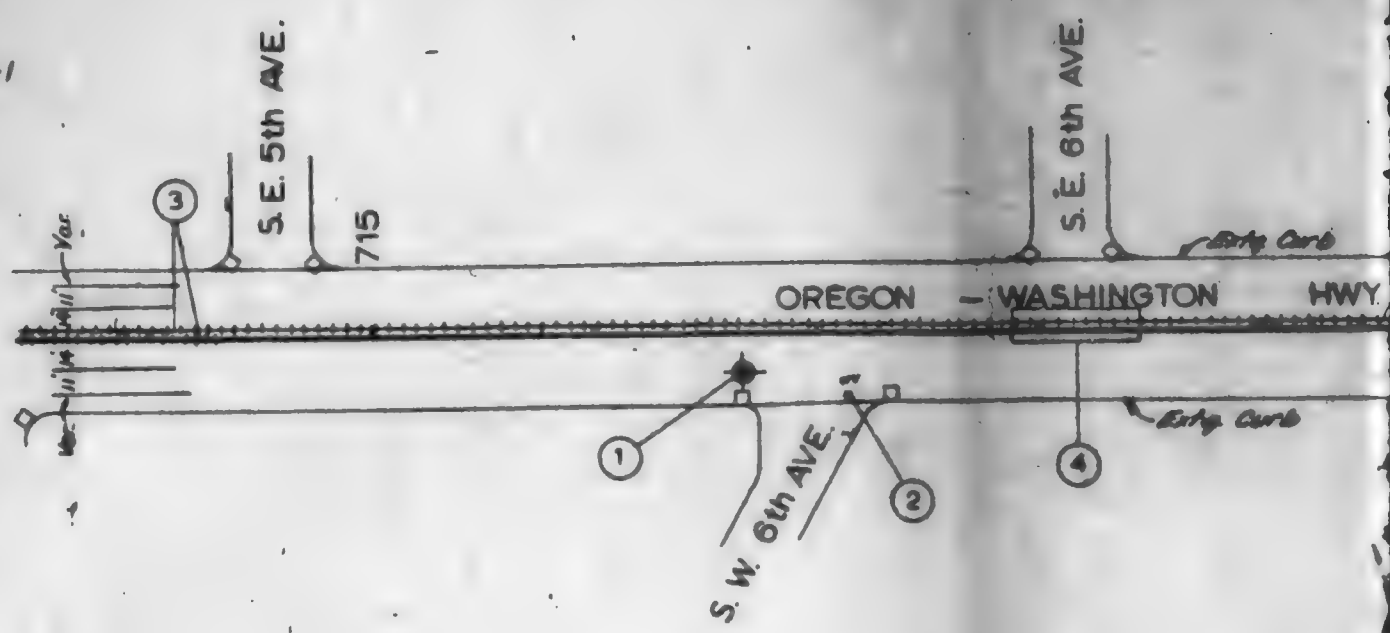
710

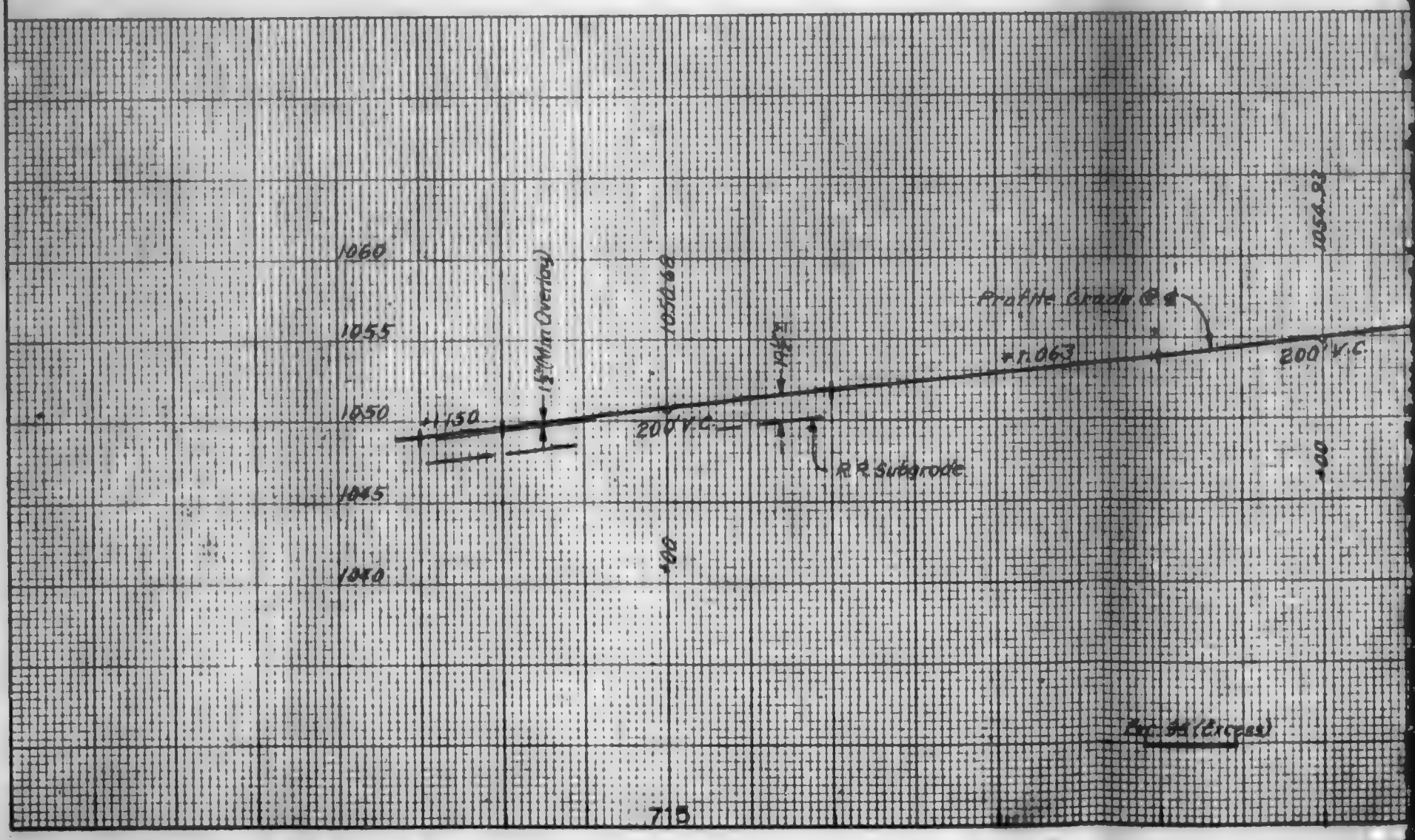
(1) Adjust Manholes - 3 (Total)

(2) Adjust Water Valve - 1 (By Others)

(3) Relocate Exist. R.R. (By Others)

(4) Remove Exist. Temp. R.R. Crossing - 1 (Exc. Incl. In Main Roadway Disth.)





WARD ST.-SW. 14th AVE. (MILTON-FREEWATER) SEC.
FREEWATER & OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

SHEET NO. 6

S.E. 7th AVE.

Paving Limits

Ditch Grade

720

725

NGTON HWY.

N.P.R.R.(W.W.V.R.R.)

N. 24° 53' W.

Ditch Grade

S.W. 7th AVE.

1054.81

+0.925

200' V.C.

+1.160

200 V.C.

1053.69

+1.160

200 V.C.

A.E. Subgrade

1070

1060

1050

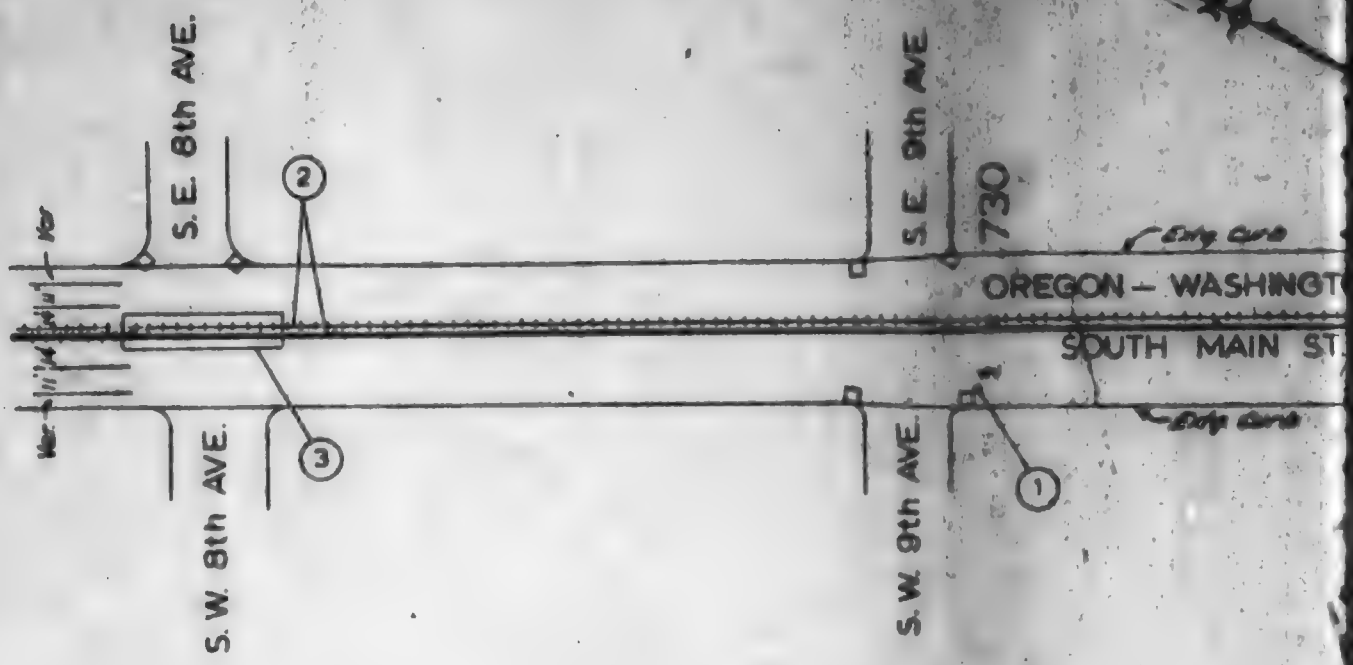
720

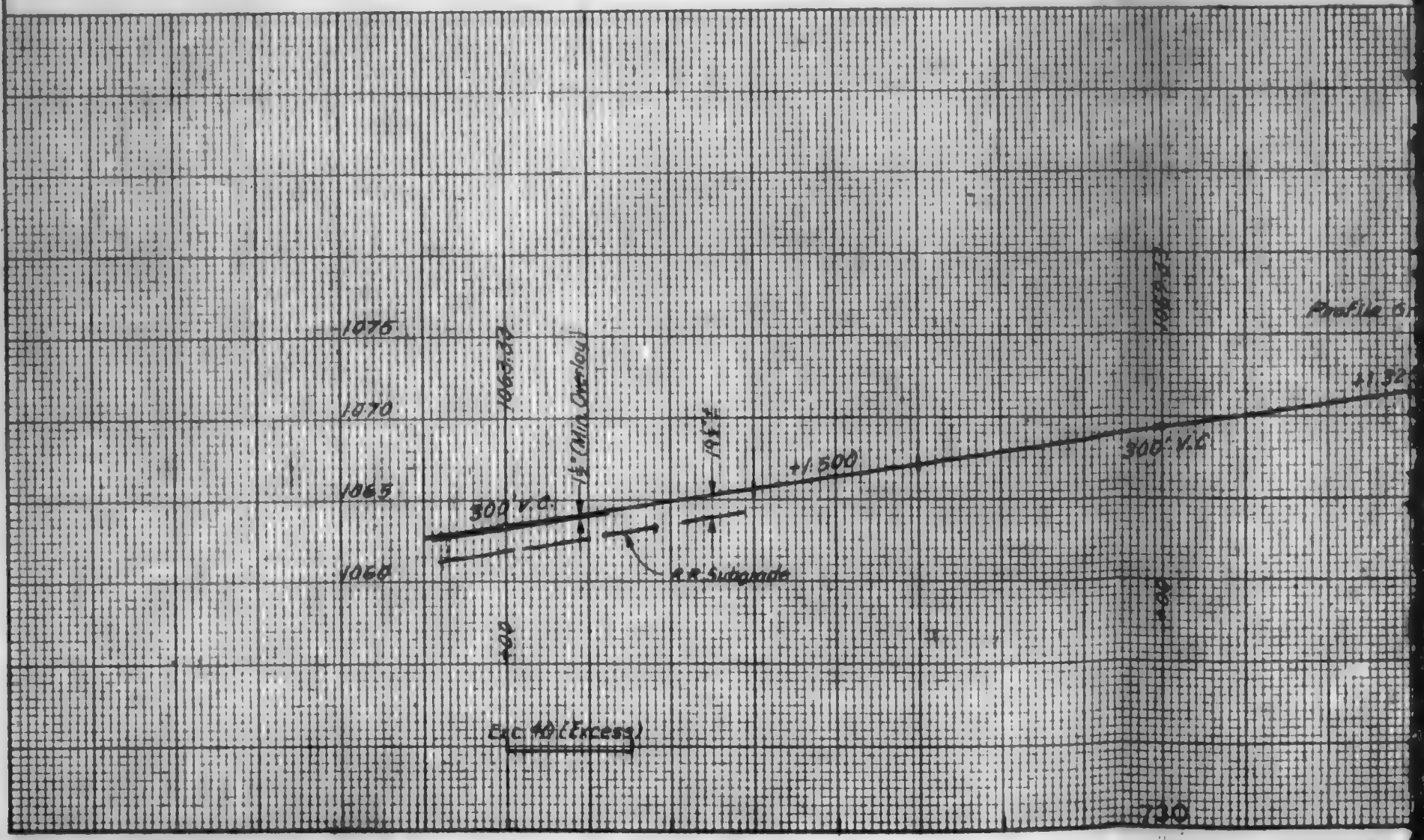
725

(1) Adjust W[illegible] Valves - 8 (Total) (By Others)

(2) Relocate Exist. R.R. (By Others)

(3) Remove Exist. Temp. R.R. Crossing - 1 (Exc. Incl. To Main Rdwy. Distc)





Road St.-SW.14th Ave. (Milton-Freewater) Sec. FREEWATER & OREGON-WASHINGTON HIGHWAY UMATILLA COUNTY.				Sheet No. 7
Fed. Road Sec. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON			

S.E. 10th AVE.

Paving Limits

Curb Curb

735

S.E. 11th AVE.

N — WASHINGTON HWY.

N.P.R.R. (W.W.V.R.R.)

UTH MAIN ST.

N. 24°53' W.

Curb Curb

S.W. 10th AVE.

1

Profile Grade of ℄

+1.520

200' V.C.

+1.355

100' V.C.

+1.360

200' V.C.

+1.200

735

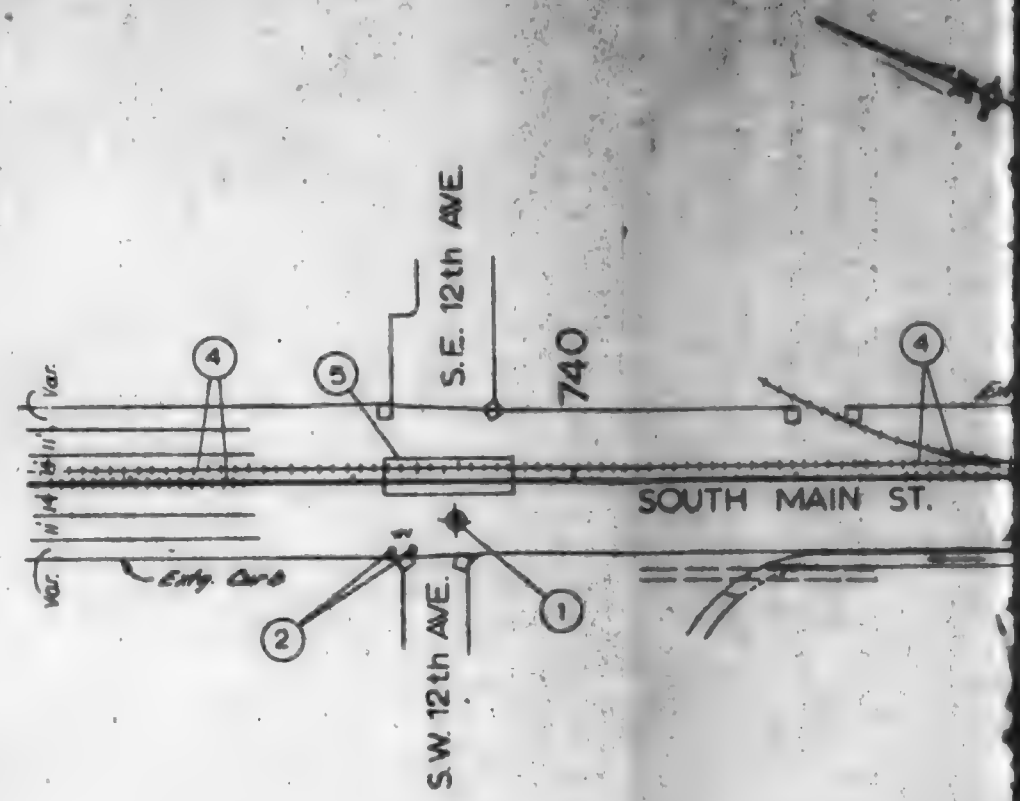
(1) Adjust Manholes - 2 (Total)

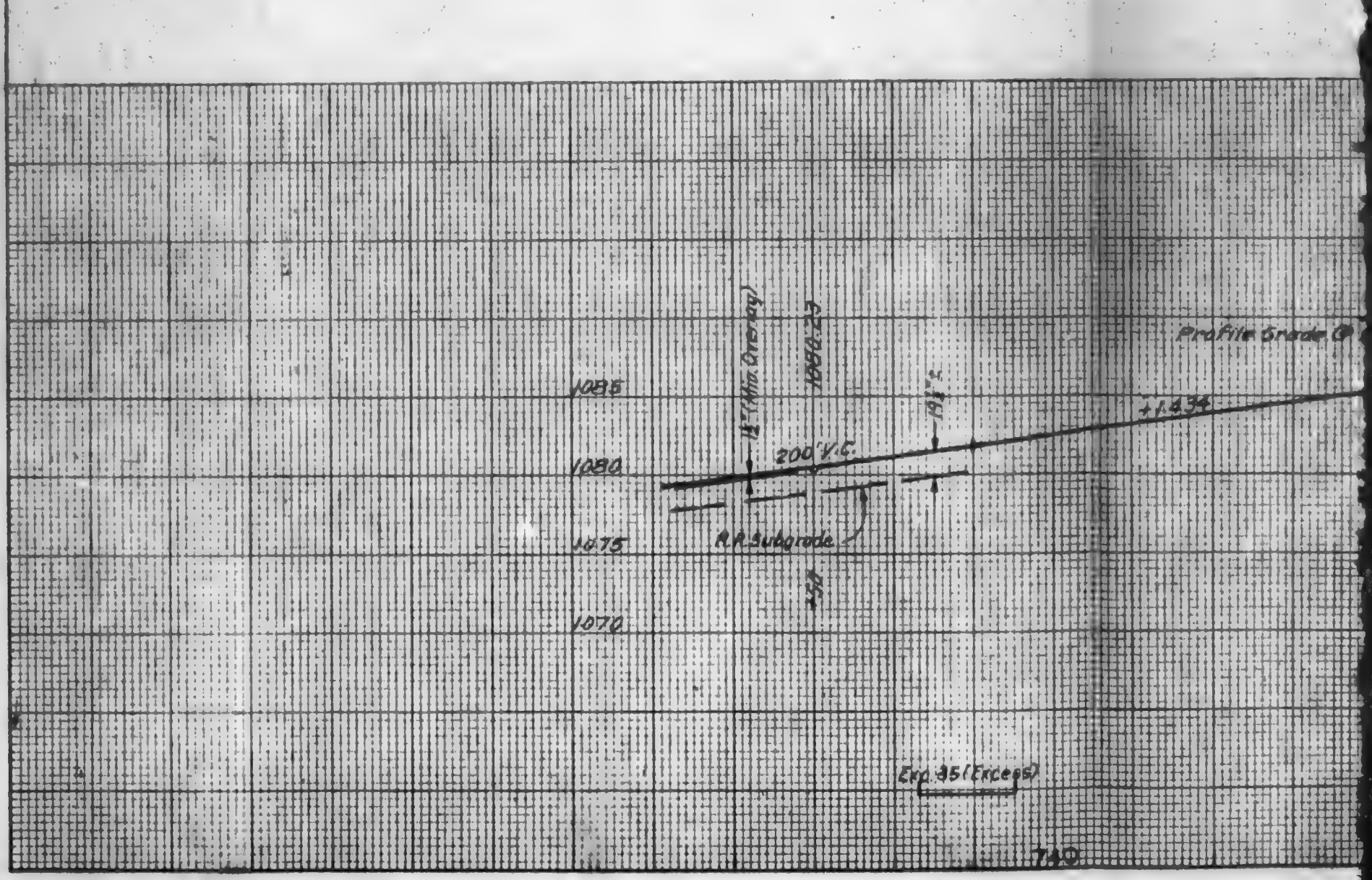
(2) Adjust Water Valves - 2 (Total) (By Others)

(3) Adjust Valve - 1 (By Others)

(4) Relocate Extg. R.R. (By Others)

(5) Remove Extg. Temp. R.R. Crossing - 2 (Total) (Exc. Incl. In Main Rdwy. Distr.)





FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS / SHEET NO.
10	OREGON			

WARD ST.-SW. 14th Ave. (MILTON-FREEWATER) SEC.
FREEWATER (OREGON-WASHINGTON BOUNDARY)
UMATILLA COUNTY

S.E. 14th AVE

S. MAIN ST.

Power Lines

Private Rd.

11 To Pendleton

HWY.

745

N. 24°53' W.

S.E. 13th AVE.

Bldg. Line

MAIN ST.

North Project Limits

END OF PROJECT
STA 747+80±

12"(Min. Overlay)

200'±

Approx. 90° Angle

100'±

Begin Curve

Point of Curve

Point of Tangent

Point of Curve

Point of Tangent

Point of Curve

Point of Tangent

-8601

GENERAL FILES

Form 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 19, 1977

Salem, OR 97310

RECEIVED STATE HWY ENGR APR 19 '77 REFER FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Four Region 5 Projects to be Processed Under a Single Statewide Environmental Assessment

TO: L. W. Rulien
Program Management Engineer

NOTED
E. S. HUNTER

The four FAS projects proposed in this memorandum have been assessed and evaluated for their potential impact on physical and social environments.

The widely separated projects are located in areas of farming, ranching, and/or timber production. Although environments differ, safety hazards are similar. Each involved badly deteriorated pavement and, in one instance (Silvies-Forest Boundary Section), substandard highway width. Mitigation includes combinations of the following: patching; application of a plant-mix seal; widening and paving shoulders; and asphalt concrete overlay.

Athena-Little Dry Creek
Oregon-Washington Highway, M.P. 16.1-21.8

This 5.7-mile project is located among rolling wheat lands on the Blue Mountain slope. The highway provides access to granaries, food processing plants, and forest industries. It is also the principal link between the cities of Pendleton and Walla Walla. The pavement within the Athena-Dry Creek section appears to degenerate daily. It is badly cracked and spalled. These conditions can be corrected with an asphalt concrete overlay. Suitable State-controlled and commercial material sources are located near-by.

Rome-Burns Junction
I.O.N. Highway, M.P. 55.0-64.0

Most of this 9-mile section is located within a considerable expanse of unimproved grazing land. Vegetation is restricted to xeric species, principally big leaf sage. The pavement within the section is subjected to stress from heavily loaded trucks and severe climatic conditions. The margin of highway safety can be considerably improved with a plant-mix seal overlay.

Cairo Junction-Idaho State Line
Central Oregon Highway, M.P. 258.2-266.7

This is the most heavily traveled section of the Central Oregon Highway. Average daily traffic exceeds 5,800 vehicles. Trucks and farm machinery make up a substantial portion of the traffic mix. The proposed project consists of applying a plant-mix seal over the existing pavement. Additional widening is not anticipated.

Silvies-Forest Boundary
John Day-Burns Highway, M.P. 32.2-44.0

This 11.7-mile section of Highway 48 is generally within a large, arid

basin at elevations approaching 5,000 feet msl. Pine-clad hillsides rim the sagebrush-covered basin. Temperatures are extreme. Some of the lowest temperatures in Oregon have been recorded in this vicinity. Climatic extremes, logging, and ranching traffic combine to breakup highway pavement. Maintenance costs are high. Safety hazards are created by broken pavement, lack of paved shoulders, and a tendency for vehicles to speed across the open flat. The hazard can be greatly alleviated by widening the highway to include paved shoulders and overlaying the existing pavement with asphalt concrete. Shoulders can be constructed within Highway right-of-way.

It has been determined that no new right-of-way will be required and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies these projects as Non-Major.

GAP:cjh

cc: E. S. Hunter ✓
Wendell Schwartz
Jim Kennedy
Bill Kappus-FHWA

8601

Milton-Freewater

FORM 81-784-5050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 15, 1977

FROM: Kyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Ward St.-SW 14th Ave. (Milton-Freewater)
Freewater & Oregon-Washington Highway
Umatilla County

The City of Milton-Freewater will place necessary signs and barricades for the BR, WWVRR relocation. They will sign and barricade street closures and the open trench created after the railroad relocation is complete.

The City will salvage their signs and barricades along the open trench when paving contractor commences his operations. Contractor will then be responsible for signs and barricades along the abandoned trench. City will maintain signs and barricades at street closures until paving is complete, then will salvage their signs, barricades, etc.

LKW:az
cc: C. T. Keasey
W. E. Schwartz
Wm. Ferguson
A. Brummitt
B. Beard

1 Versteeg ✓
Olson
1 [illegible] DO ✓
Scott
Swenson
Savage
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Return To
Bring Up ___/___/___
Other

8601

Milton-Freewater

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1977

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Ward Street-SW 14th Avenue
[redacted] Section

TO: Duane O. Christensen
Finald Design Engineer

$58,000 of bikeway money was spent on sidewalk bikeways on the Milton-Freewater to Washington State Line project; therefore, we should continue bikeways southerly through the subject project if economically feasible.

If parking is not required from SE 3rd Street southerly, I would like the shoulders striped and signed as bikeways.

4-7-77
Discussed with Shaffer. City has parking both sides. Sidewalks are available. This is primarily an overlay between existing curbs. Shaffer satisfied.
DOC

DES:jp

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
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2 Christensen DOC
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Milton-Freewater

FORM 81.734.3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 9, 1977

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

TO: James Chidsey
Railroad and Utilities Engineer

S A L E M

SUBJECT: Railroad Agreement
S. W. 14th Avenue-Ward Street Section
City of Milton-Freewater
Umatilla County

On March 8, 1977, a meeting was held in the city hall of Milton-Freewater at the request of Burlington-Northern Railroad to discuss the above project. The Railroad advised this office that on that date they had three railroad contractors coming to Milton-Freewater to provide estimates for adjusting and raising the railroad track. This adjustment amounts to moving the track five feet west between Second Avenue and 14th Avenue and raising it between Second Avenue and Broadway.

At the meeting was Ken King and Walt Petterson of Burlington-Northern, Steve Loveland, Bill Ferguson and myself. Specifically, the Railroad wanted to know what items of work the railroad contractor should submit quotations for. Mr. King advised he did want to notify the low bidder that he would in fact do the work provided that a suitable agreement could be worked out between the City, State and Railroad. There was some discussion on whether we should set the railroad contractor up as a subcontractor on our project or perform the work in advance of the overlay work. The decision was made to have the railroad contractor perform the adjustment and movement of tracks prior to our contract. In other words, this work will be shown (by others) on our plans.

Each of the contractors that submit bids will furnish definite starting dates and their best estimate of completion dates. From these dates, we can schedule our contract to avoid unnecessary delays in construction on Main Street.

It was agreed that the following parties would perform the following work contingent upon an acceptable finance agreement.

<u>Work to be Done by the Railroad</u> (Approximately $126,000 has budget approval at this time.)

1. Furnish new ties and rails as required. Approximately $50,000 is estimated for materials.

2. The railroad contractor will:

   a. Remove and dispose of existing AC one foot outside the existing ties plus that AC required to facilitate the lateral shift.

b. Excavate and place ballast for the track that is being shifted and place ballast required to bring the rail to final line and grade.

c. Provide barricades and traffic controls adjacent to their work area.

Work to be Done by the City

1. Provide barricades and traffic controls for those sections of rail work that had been completed by the Railroad's contractor.

2. Furnish and place base rock for temporary street crossings at those locations shown on the attached map. This will include blocking or signing those streets that are closed.

3. Provide temporary AC (cold mix) ramps across the elevated track at 14th Avenue, Second Avenue and Broadway.

4. Maintain these traffic controls until the State's contractor moves onto the site.

Work to be Done by the State

1. Furnish the necessary survey work to the Railroad's contractor to set the railroad to the finished line and grade.

2. Part of the State's contract shall show backfilling the trench adjacent to the adjusted railroad.

3. Pave curb to curb including that portion between the railroad tracks.

4. Furnish advance warning signs for the project (State Force Order). There should be eight "Construction Ahead" signs and eight "Bump" signs.

Mr. King advised that we should have in our hands by next week copies of the Railroad contractor's estimate to perform the work to be done by the contractor listed above. If that estimate is in the $80,000 range, there should be no problem. If it exceeds $80,000, it will require a meeting between the Railroad, the City and the State to discuss the problem of who will finance that portion above $80,000. We would request that you move as rapidly as possible to prepare a finance agreement upon receipt of the above information so that this project can be scheduled for the May letting.

REFERRED TO
Board Reed
Cole Sample
Eriksen ✓ Watson KW
Hager Wolfe
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BY FINAL DESIGN ENGINEER

4 Versteeg ✓
Olson
2 Christensen DOC
Scott
3 Swenson ACB
Savage
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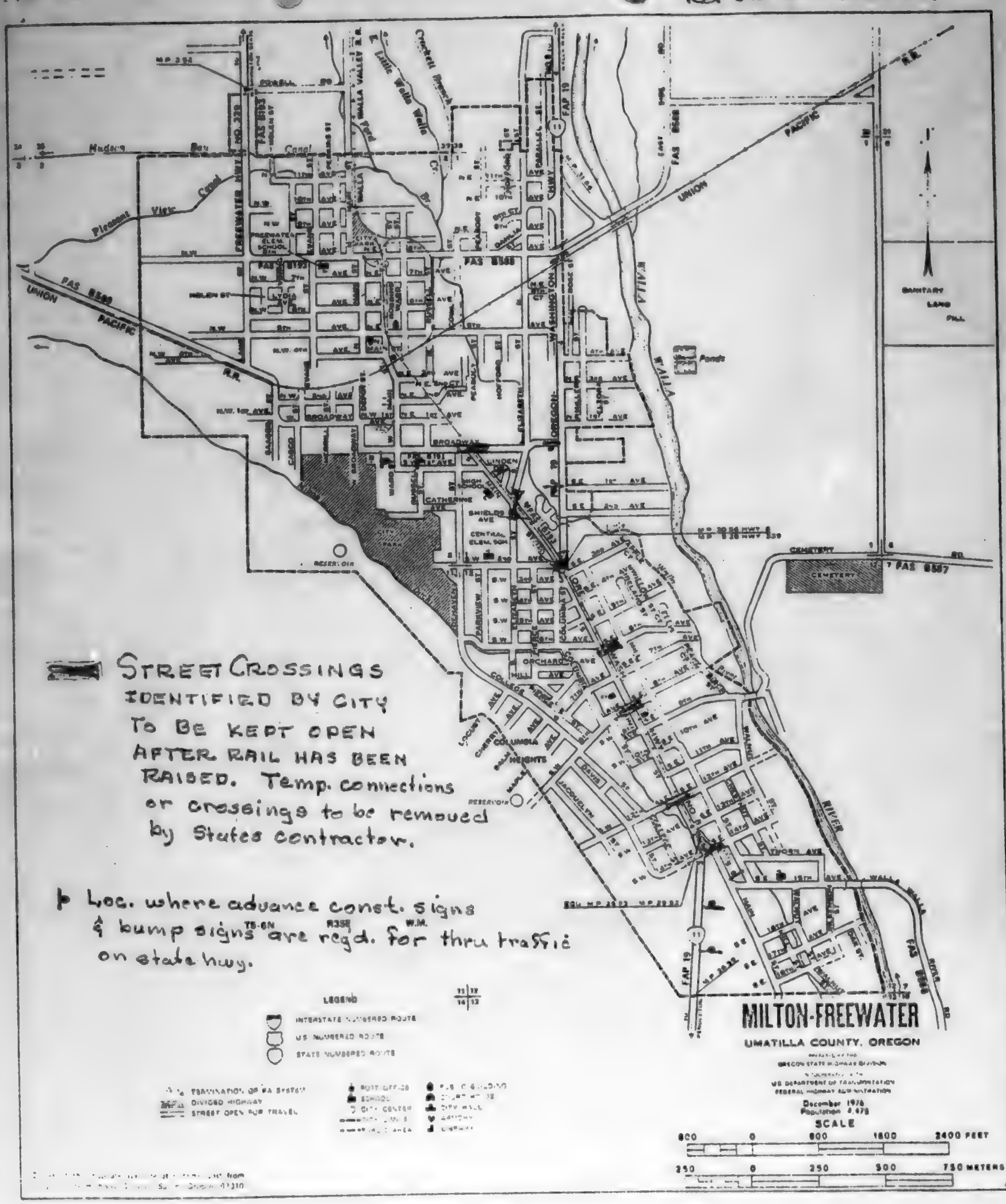
Please keep this office advised if there are any problems.

DDA/dlm
Attachment

cc: J. H. Versteeg
W. C. Ferguson

Re: SW 14th. Ward St.



STREET CROSSINGS IDENTIFIED BY CITY TO BE KEPT OPEN AFTER RAIL HAS BEEN RAISED. Temp. connections or crossings to be removed by States contractor.

▶ Loc. where advance const. signs & bump signs (T5-6N R35E W.M.) are reqd. for thru traffic on state hwy.

LEGEND

INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

DESIGNATION OF RR SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL

POST OFFICE
SCHOOL
CITY CENTER

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

December 1976
Population 6,678

8601 2-18-77

milton-Freewater

6558

LRW LAG 33 2-18-77 2.30 PM

HAL VERSTEEG
CY JIM CHIDSEY

RE WARD ST.-SW 14TH /MILTON-FREEWATER/... BECAUSE WE WILL HAVE A CONTRACTOR AND CRUSHER MOVING INTO THE MILTON AREA IN MARCH, I ADVISED JIM CHIDSEY THAT EVERY EFFORT NEEDS TO BE MADE TO MOVE THE LETTING DATE UP ON THIS JOB TO APRIL OR MAY. THE HLXX HOLDUP IS AN AGREEMENT BETWEEN CITY AND RAILROAD. WE SHOULD REALIZE CONSIDERABLE SAVING IF WE COULD GET THIS OUT AT THE SAME TIME THAT DRY CREEK - MILTON JOB IS BEING CRUSHED. ONLY NALLI
ONLY CALLING THIS TO YOUR ATTENTION SO THAT PLANS WILL BE READY TO GO WHEN CHIDSEY GETS THE AGREEMENT WRITIEN.

DALE ALLEN
SH 3/4.

REFERRED TO

Beard Reed
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Eriksen Watson Copy
Hager Wolfe
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BY FINAL DESIGN ENGINEER

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3 Swenson
Savage
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~~Doc~~ 8601 Versteeg

Costs of backfilling area vacated by RR. is $22,000. Funding is FA

Estimate for total project will be later today

Syl

Total estimate —

$ 363,700
- 150,000 RR costs to be funded by RR.
$ 213,700

Joy $220,000 w/etc schedule carries $600,000
Doc

Milton-Freewater

FORM 81-736-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 14, 1976

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: SW 14th Ave-Ward St (Milton-Freewater)
Oregon-Washington & Freewater Highways
Umatilla County

TO: MEMO TO THE FILE

The following people attended a meeting in Milton-Freewater relative to the subject project:

Steve Loveland, City Manager, Milton-Freewater
Donald D. Gonrowski, Burlington Northern Railroad
Kenneth D. King, Burlington Northern Railroad
K. E. Schneidmiller, Burlington Northern Railroad
W. E. Schwartz, Region V Engineer
Dale Allen, Region V Construction Engineer
W. C. Ferguson, Resident Engineer
Lyle Watson, Final Design

The centerline of the Walla Walla Valley Railroad is offset approximately 5 feet left of the roadway centerline. The City of Milton-Freewater is requesting the railroad to move to the centerline of the street. The existing street is 66 feet curb to curb and will be restriped to 4-11 foot travel lanes, 8 foot shoulders and 6 foot median.

If the railroad agrees to moving the tracks over, they request that the work be included in the State contract and costs reimbursed by the railroad. The State would be responsible for additional aggregate and asphalt paving in the area vacated by the railroad.

Contract plans are being prepared, showing the railroad relocated to the centerline of the street.

Mr. Chidsey is asked to request, from the railroad, their typical section and specifications. These will be incorporated into the final plans.

LKW:az
cc: E. S. Hunter
L. E. George
F. E. Terpin
W. E. Schwartz
J. Chidsey
C. G. Swenson
L. K. Watson

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2 Christensen
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Swenson
Savage
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Milton-Freewater

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 1, 1976
Salem, Oregon

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: S.W. 14th Ave.-Ward St.
Oregon-Washington and
Freewater Highways
Umatilla County

We have reviewed the location data for the project and find the work is basically an overlay of the existing curbed street. The plan shows a Burlington Northern railroad track varying from 4 to 6 feet left of centerline, that will have to be raised. The typical section does not indicate how the street width will be divided into travel lanes, median, or parking.

Included with the data is a letter from Dale Allen asking Frank Terpin to have the Traffic Section recommend on the channelization for the project.

When I spoke to Mr. Terpin Wednesday, October 27, he indicated he would send a copy of Mr. Allen's letter to the Traffic Section.

Mr. Allen's letter mentions the District Engineer's opinion "that when the railroad track is adjusted to grade, it should also be shifted to the centerline of the highway, so that when and if a continuous left turn refuge is striped, the railroad track would fall entirely within the median strip". I described this proposal to Mr. Chidsey and was informed the lateral moving costs would be expensive and paid for by the State.

The cost of raising the tracks and paving between the rails plus two feet will be borne by the railroad. The railroad was informed of this in Mr. Chidsey's letter of October 27, 1976.

The project is at a standstill, until the median lane proposal and the laterial move for the railroad are settled.

This project is on the March letting and an early determination is needed.

FE:az
cc: F. E. Terpin
L. E. George
W. E. Schwartz
J. Chidsey
F. Eriksen
A. D. Olson

1 Versteeg ✓
Olson
1 Christensen
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September 23, 1976

C. L. Green, Division Administrator
Federal Highway Administration

L. M. Rulien
Program Management Engineer

FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area:	E
Item No.:	70207
Project No.:	RS-30-014(1)
F.A. Route No.:	FAS 193*
Section:	S.W. 14th Ave.-Ward St. (Milton-Freewater)
Highway:	Freewater
Begin M.P.:	6.26
Length:	0.56
County:	Umatilla
City:	N/A
Work:	ROW, G-P-Widen, RR
Estimated Cost:	$280,000
F.A. Cost:	$240,240

*System Realignment

Note:

(1) P.E. authorized February 17, 1976 under RS-30-014(1).
(2) Project combined with Item #70104.

JLG:md

cc: B. L. Gifford

8601

September 23, 1976

G. L. Green, Division Administrator
Federal Highway Administration

L. W. Hullen
Program Management Engineer

FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area:	R
Item No.:	70104
Project No.:	RF-170(25)
F.A. Route No.:	FAP 19
Section:	S.M. 14th Ave.-Ward St. (Hilton-Freewater)
Highway:	Oregon-Washington
Begin M.P.:	29.7
Length:	0.63
County:	Umatilla
City:	N/A
Work:	ROW, G-P-Widen, RR
Estimated Cost:	$320,000
F.A. Cost:	$274,560

Note:

(1) P.E. authorized February 17, 1976 under RF-170(25)
(2) Minor program change to remove Rural Secondary portion and place under Item No. 70207.

JLG:wd

cc: B. L. Gifford

8601 2-17-76 Q

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-170(25)

STATE PROJECT NO.: SW 14th Ave-Ward St

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-89

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
FOR

Into | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/17/76	Primary Route 19	Primary Route 8

GENERAL LOCATION:

City of Milton-Freewater

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $6,000 - Federal funds $4,650
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/17/76	[signature]	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/17/76

BY (Signature): L.W. Rulien's 2/5/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
89	RS-30-014(1)	0.56	5,300	4,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location: SW 14th Avenue-Ward Street (Milton-Freewater Section
Umatilla County
State of Oregon

Work: Preliminary Engineering

RECEIVED
STATE HWY ENGR
FEB 20 '76
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/17/76	O. A. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45
(Rev. 8-71)

GPO 915-690

8601 2-17-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-30-014(1)

STATE PROJECT NO.: SW 14th Ave-Ward St

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-89

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
Rec. Cop.
FOR
Info | Inver | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/17/76	Secondary Route 30-014	Secondary Route 339

GENERAL LOCATION: City of Milton-Freewater

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $5,300 - Federal funds $4,100.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/17/76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8601

8

PRO 6-2

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-30-014(1)

We are submitting program data for one project, Item No. 80, Project No. RS-30-014(1), "S.W. 14th Ave.-Ward St. (Hilton-Freemanter) Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $5,300 with obligation of $4,100 in Federal funds.

Copies of the State Clearinghouse and District 12 Clearinghouse A-95 review approval letters were forwarded previously.

CL:md

Encl.

cc: W. E. Schwartz (Region 6)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) (21) (66)	St. Rd., Jct. SR 11 (Milton-Freewater) NW	ADT	PRESENT	7,000	FUTURE (66)(70)	10,500	YEAR (71)(72)	96	REGION	10	STATE NAME	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28) (62)	Preliminary Engineering	NATL. FOREST (63)(68)		FH ROUTE NO. (69)(74)		SUPV AGCY (80)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)(73)		PL. AUTH YR (74)(75)		PROJECT NUMBER PREFIX LETTER(S) (14)(15)	RS-	NUMBER (16)(17)	30-014

CARD 4	CLASS OF FEDERAL FUNDS	Rural Secondary										COUNTY NAME		Umatilla	
	NAME OF URBAN AREA (17-31)	----										ROUTE NO.	S	FEDERAL-AID (32)	30-014
												STATE (26)(27)	339	U.S.	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18)	41	42								
5					PE			0.56	5,300	4,100	1,200	
5					ROW							
5					CONST (CODE)		"S.W. 14th Ave.-Ward St. (Milton-Freewater) Section"					
							PROJECT TOTALS	0.56	5,300	4,100	1,200	

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	

(16)(23)(24)(33) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. Rd., Jct. SR 11 (Milton-Freewater) NW	ADT	7,000	10,500	96	10	Oregon	41	075	89

ED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ineering								RS-	30-014	(1)		

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Umatilla	059	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	30-014	339	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"S.W. 14th Ave.-Ward St. (Milton-Freewater) Section"	0.56	5,300	4,100	1,200		Preliminary engineering, all phases.
ROW								(Future H.T. pave. overlay.)
CONST (CODE)								ROW - 84' normal; Access control-none; Parking restrictions-none.
BY CL		PROJECT TOTALS	0.56	5,300	4,100	1,200		

APPROVAL DATES

REMARKS

-Over-

S.W. 14th AVE.-WARD ST. (MILTON-FREEWATER) SECTION

PROJECT NO. RS-30-014(1)

Existing Facility: 58-foot A.C. surface curbed roadway. Railroad line runs parallel to the centerline of the roadway with the centerline of the tracks 6-foot right of the centerline of the roadway.

Adjacent Sections:

S. E. End--Jct. with Oregon-Washington Hwy., FAP 19.

N. W. End--44-foot A.C. surface curbed roadway.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction of a high-type pavement overlay on the existing facility.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data:

Name of Railroad	Walla Walla Valley R.R. Co.
No. of Tracks	1 Main (6-foot right of parallel with centerline of roadway.)
No. of Trains	2 per day
No. of Hi-Speed Trains	None
Present Protection	None
Proposed Protection	None
Railroad Benefits	None

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on November 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and Dis
house A-95 review approval letters dated January 6,
22, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Ac
3 Project).

(b) Location/Design--Not a factor in the developme

Data for PR-37:

Preliminary Engineering----Field Work	$3,800
P.S. & E. Preparation	1,500
Total	$5,300

Note:

(1) This project is in Congressional District No.

(2) The work under this project is to be accomplis
authority for Survey as Project No. RF-170(25)
survey will be known as S.W. 14th Ave.-Ward St
Section", of which 0.63 mile (53%) is on Proje
and 0.56 mile (47%) is on Project No. RS-30-01

AVE.-WARD ST. (MILTON-FREEWATER) SECTION

PROJECT NO. RS-30-014(1)

: 58-foot A.C. surface curbed roadway. Railroad
lel to the centerline of the roadway with the
he tracks 6-foot right of the centerline of the

:

with Oregon-Washington Hwy., FAP 19.

oot A.C. surface curbed roadway.

rk under this project consists of preliminary engineering
the future construction of a high-type pavement overlay
facility.

rports, Water Developments, Historical and Recreational
volved.

d	Walla Walla Vall. y R.R. Co. 1 Main (6-foot right of parallel with centerline of roadway.) 2 per day
rains	None
n	None
on	None
	None

ements: Non-major action project concurred in by FHWA on
75.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated January 6, 1976 and December 22, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering----Field Work	$3,800
P.S. & E. Preparation	1,500
Total	$5,300

Note:

(1) This project is in Congressional District No. 2.

(2) The work under this project is to be accomplished under the same authority for Survey as Project No. RF-170(25). The overall survey will be known as S.W. 14th Ave.-Ward St. (Milton-Freewate
Section", of which 0.63 mile (53%) is on Project No. RF-170(25), and 0.56 mile (47%) is on Project No. RS-30-014(1).

8601

PRO 6-2

February 5, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Primary and Secondary projects.

Item No.	Project No.	Section Name & PNRS No.
89	RF-170(25	S.W. 14th Ave.-Ward St. (Hilton-Freewater) Section
90	RF-30-014(1)	#7511-2-230

Encl.

cc: D. E. Swan (2)

8604

PRO 6-2

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-170(25)

We are submitting program data for one project, Item No. 60, Project No. RF-170(25), S.W. 14th Ave.-Ward St. (Hilton-Freewater) Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $6,000 with obligation of $4,650 in Federal funds.

One copy each of the State Clearinghouse and District 12 Clearinghouse A-95 review approval letters were previously forwarded.

CL:md

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 11, S. Main St. (Milton-Freewater)	ADT	PRESENT: 8,300	FUTURE: 14,900	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S): RF-	NUMBER: 170	
CARD 4	CLASS OF FEDERAL FUNDS: Rural Primary	NAME OF URBAN AREA: ----							COUNTY NAME: Umatilla	ROUTE NO. P	FEDERAL-AID: 19 / STATE: 8 / U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		SR 11, S. Main Street between S.W. 14th Ave. and S.W. 2nd. Ave. (Milton-Freewater)	0.63	6,000	4,650	1,350	
5					ROW							
5					CONST (CODE)		"S.W. 14th Ave.-Ward St. (Milton-Freewater) Section"					
							PROJECT TOTALS	0.63	6,000	4,650	1,350	

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

(18) (23) (24) (33) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 11, S. Main St. (Milton-Freewater)	ADT	8,300	14,900	96	10	Oregon	41	073	89

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFFY ABCY	DA CLASIFT.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
ineering								RF-	170	(25)		

SYSTEM	COUNTY NAME	CODE	PROGRAM STAGE
Rural Primary	Umatilla	059	1 OR X 2
----	ROUTE NO. P	FEDERAL-AID 19	STATE 8	U.S. --

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 11, S. Main Street between S.W. 14th Ave. and S.W. 2nd. Ave. (Milton-Freewater)	0.63	6,000	4,650	1,350		Preliminary engineering, all phases.
OW								(Future H.T. pave. overlay.)
ONST (CODE)		"S.W. 14th Ave.-Ward St. (Milton-Freewater) Section"						ROW - 84' normal; Access control-partial; Parking restrictions-none.
	CL	PROJECT TOTALS	0.63	6,000	4,650	1,350		

PROVAL DATES

REMARKS

-Over-

S.W. 14th AVE.-WARD ST. (MILTON-FREEWATER) SECTION

PROJECT NO. RF-170(25)

Existing Facility: Variable 66 to 70-foot A.C. surface curbed roadway. Railroad line runs parallel to the centerline of the roadway with the centerline of the tracks 6 feet right of the centerline of the roadway.

Adjacent Sections:

S.E. End-- 3-12-foot lanes high-type pavement with 4-foot paved shoulder one west side and 8-foot paved shoulder on east side. The 3rd. lane is South bound climbing lane.

N.W. End--4-12-foot travel lanes, 16-foot median & 10-foot parking each side construced under Project F-170(22).

Project Data: Work under this project consists of preliminary engineering all phases for the future construction of a high-type pavement overlay on the existing facility.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data:

Name of Railroad	Walla Walla Valley R.R. Co.
No. of Tracks	1 Main (6 feet right of & parallel with centerline of roadway.)
No. of Trains	2 per day
No. of High-Speed Trains	None
Present Protection	None
Proposed Protection	None
Railroad Benefits	None

FHPM 7-7-2 Requirements: Nonmajor action project concurred i on November 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 12 house A-95 review approval letters dated January 6, 1976 an 22, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Pla 3 Project).

(b) Location/Design--Not a factor in the development of th

Data for PR-37:

Preliminary Engineering----Field Work	$4,000
P.S. & E. Preparation	2,000
Total	$6,000

Note:

(1) This project is in Congressional District No. 2.

(2) The work under this project is to be accomplished unde authority for Survey as Project No. RS-30-014(1). The survey will be known as "S.W. 14th Ave.-Ward St. (Mil Section", of which 0.63 mile (53%) is on Project RF-1 0.56 mile (47%) is on Project No. RS-30-014(1).

-WARD ST. (MILTON-FREEWATER) SECTION

ROJECT NO. RF-170(25)

riable 66 to 70-foot A.C. surface curbed roadway.
arallel to the centerline of the roadway with the
acks 6 feet right of the centerline of the roadway.

lanes high-type pavement with 4-foot paved shoulder
side and 8-foot paved shoulder on east side. The
is South bound climbing lane.

travel lanes, 16-foot median & 10-foot parking each
ruced under Project F-170(22).

der this project consists of preliminary engineering
uture construction of a high-type pavement overlay
lity.

s, Water Developments, Historical and Recreational
d.

Walla Walla Valley R.R. Co.
1 Main (6 feet right of & parallel with centerline of roadway.)
2 per day
None
None
None
None

ns

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 19, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated January 6, 1976 and December 22, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering----Field Work	$4,000
P.S. & E. Preparation	2,000
Total	$6,000

Note:

(1) This project is in Congressional District No. 2.

(2) The work under this project is to be accomplished under the same authority for Survey as Project No. RS-30-014(1). The overall survey will be known as "S.W. 14th Ave.-Ward St. (Milton-Freewater) Section", of which 0.63 mile (53%) is on Project RF-170(25) and 0.56 mile (47%) is on Project No. RS-30-014(1).

8602 Ptld. Ave. @ McKillican St./Hood St. (West Linn) Sec. (Traffic signal installation)

1977

C+R 6162 8-11-77

8602

☆U.S. GOVERNMENT PRINTING OFFICE: 1973 - 722 - 828

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-11-79

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-11-79	W. N. Bryant, Area Engineer	HHS-9565(3)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-28-78	1-29-79	170 %	200 C.D.

APPROVED EXTENSIONS	LOCATION
None	Intersection of Portland Ave. and McKillican and Hood Streets in the City of West Linn

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND AVENUE AT McKILLICAN & HOOD STREETS
OSWEGO HIGHWAY
Traffic Signal

RECEIVED
STATE HWY ENGR
DEC 13 '79
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | ... | ... | ...

12-13 dlf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer W. N. Bryant Area Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-12-79	TITLE Field Operations Engineer	DATE 12-12-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8602

January 31, 1979

United Pacific Insurance Company
P. O. Box 1738
Eugene, OR 97401

Gentlemen:

Contract No. 8602 awarded to WCM Electric Co., Inc., dba Clarke Electric Co. for traffic signal installation on Portland Avenue at McKillicam Street-Hood Street in West Linn, Clackamas County, was completed on September 28, 1978, and accepted by the State Highway Engineer on January 29, 1979.

The total contract amount is $21,148 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Very truly yours,

C. W. Read
COMMISSION SERVICES

ekr

cc: WCM Electric Co., Inc. dba
Clarke Electric Co.
450 West 5th Avenue
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

#8602

December 1, 1978

Clarke Electric, Inc.
Post Office Box 10326
Eugene, OR 97440

Gentlemen:

Time Extension Request
Portland Ave. @ McKillican St./Hood St.
(West Linn)
FAP No. HES-9565(3)
Contract No. 8602

Your request for a time extension on the subject project has been given careful consideration and review. Since the timely acquisition of materials is the contractor's responsibility and no data were submitted to show a bona fide cause beyond the control of the contractor, your request for a time extension is hereby denied. There remains 140 days liquidated damages.

Any questions concerning this request should be directed to the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr bb

bc FHWA
C. T. Kassay
E. L. Hardt
Robert Church
Willard Hoffman
Richard Hacak

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 28, 1978

FILE: CON 5 #8602

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Portland Ave. @ McKillican St./
Hood St. (West Linn)
Clackamas County
Contract No. 8602

Clarke Electric, Inc., contractor on the subject project, has requested a 140 calendar day increase in which to complete the project. The contractor has cited material delays as the basis of his request. Pertinent dates are:

Calendar day count began	10-24-77	
Work began	4-13-78	
Time expired	5-11-78	(200 Cal. days)
Work completed	9-28-78	
Excess time	140 days	

The contractor submitted his initial cut sheets, other than pole cut sheets, in a timely manner. Pole cut sheets were not approved when first received and acceptable cut sheets for the poles were not received until January 31, 1978. Poles were not received until June 18, 1978, after contract time had expired. Submittals received prompt review by the State.

The contractor enclosed letters from his supplier. The letters only confirm receipt of his order and state preliminary shipping dates. There were no reasons given for the delay nor any mention of material shortages or labor disputes.

Since the timely acquisition of materials is the responsibility of the contractor, it is recommended this request for a time extension be denied. There remains 140 days liquidated damages.

FHWA approval will not be required.

A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
Willard Hoffman

RECEIVED
STATE HWY ENGR
NOV 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 41-234-8202

OREGON STATE HIGHWAY DIVISION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date August 22, 1978 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 340 days, within which to complete our Contract No. 8602, without the assessment of liquidated damages. The said contract is described as follows:
Portland Ave. at McKillican St./Hood St. (West Linn)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

		DAYS
Contract Start	10/24/77	0
Pole cuts rec & mailed	12/9/77	46
disapproved cuts rec & mailed to supplier	12/28/77	65
Letter demanding cuts to supplier (after phoning)	1/18/78	86

Respectfully submitted,

CLARKE ELECTRIC, INC.
Contractor

By Charles Cathey
Charles Cathey, President

CONSENT OF SURETY

Date October 12, 19 78

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. G. Johnson
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8602 Contractor Clarke Electric, Inc.

Highway Oswego

Section Portland Ave. McKillican St./Hood St.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommended for Approval:

Region Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8602
Project designation	HHS 9565(3) State-Federal
Date awarded	Oct. 12, 1977
Work started	April 13, 1978
Per cent completed	100% 9-28-78 Date
No. of Workdays Allowed	200
No. of Workdays Used	339
No. of Added Workdays Requested	140

SP*1802-T24

Clarke Electric, Inc.

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

CONTINUED PAGE AND LOG

			DAYS
Corrected drawings rec & hand delivered to State		1/31/78	99
Supplier notified by phine of approval		1/31/78	99
Poles shipped from Los Angeles, California		5/4/78	192
Poles delivered to site		5/10/78	200
wrong messenger received from supplier		5/10/78	200
took until mid June to rectify	(approx)	6/18/78	245
other material problems			259
work to complete (final cleanup) +++			349

+++subject to weather

The arrival of the poles after 200 days completely prevented any chance of completing the project within the alloted time. If the poles had arrived in a reasonable time period, other material problems could have been solved and the job could have been completed within the required time frame.

encl; 1. Letter from Pole supplier
2. Letter to supplier of poles
3. Letter from messenger cable manufacturer

F602

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland Ave. at McKillican St./Hood St. (West Linn)		WEEK ENDING: Oct. 21, 1978
HIGHWAY: Oswego		SECTION PREFIX: 003-1085
		COUNTY: Clackamas
NAME OF JOB: Portland Ave. at McKillican St./Hood St.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Clarke Electric Company	CONTRACT NUMBER: 8602	FEDERAL AID PROJECT NUMBER: HHS-9565(3)
DATE OF CONTRACT: Oct. 24, 1978	DATE WORK STARTED: April 13, 1978	ESTIMATED COMPLETION DATE: Sept. 28, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200.	CALENDAR DAYS USED 339
PROJECT AUTHORIZATION: $31,796.08	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 170
EXCLUSIVE OF ENGINEERING: $29,019.13	ENGINEERING AUTHORIZATION $2,776.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $29,019.13	ENGINEERING COST TO DATE $4,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 166 %	DATE PROJECT WAS COMPLETED: Sept. 28, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Cloudy	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	~~Clear~~ Rain	0		
SATURDAY		0		

RECEIVED
OCT 23 1978
CONSTRUCTION BRANCH

Keary — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
10-15 SUNDAY	No activity.
10-16 MONDAY	No activity.
10-17 TUESDAY	No activity.
10-18 WEDNESDAY	No activity.
10-19 THURSDAY	No activity.
10-20 FRIDAY	No activity.
10-21 SATURDAY	No activity.

REMARKS

Our office is now working on the Semi-Final

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8602 STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-17-77	Oregon County Clackamas Project No. HES-9565(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 43 @ McKillican St. (West Linn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2/3/77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	9/7/77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,296	$ 30,866

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E Hunter

Technical Services Engineer
(Title)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 13, 1977

Federal Aid Project
No. HHS-9565(3)

PORTLAND AVE. AT MCKILLICAN ST./HOOD ST. (WEST LINN)
OSWEGO HIGHWAY
CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,500.00
Type Code Y031			
Traffic Signal			
Temporary Protection & Direction of Traffic	All Required		$ 1,150.00
Temporary Signs	142 sq.ft.	2.85	404.70
Flagmen	40 hr.	12.00	480.00
Traffic Signal Installation, Complete	All Required		25,484.80
			$27,519.50
Anticipated Items			
Permanent Pavement Striping	All Required		$ 250.00
	Subtotal		$27,769.50
	Engineering		4,026.50
	TOTAL		$31,796.00

Length of Project - - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 2,500	$ 2,250	$ 250
Traffic Signals	31,796	28,616	3,180
TOTAL	$34,296	$30,866	$3,430

Group 1: 100%
Contract No. 8602
Prefix: 3-1085
Prefix: 3-1935

8602

9-7-77

8

~~LETTER OF AUTHORIZATION~~ FEDERAL AID AUTHORIZATION

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71540

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PR & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	FAU 9565	Primary 3

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO. Machining
FOR

Info	Invest	R/D	D/R	Sign	Act	File

GENERAL LOCATION:

"Portland Ave. at McKillicon St./Hood St. (West Linn)

GENERAL DESCRIPTION OF WORK:

Traffic signals (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) Permanent Pavement striping (S.F.) $250.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X]
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-2-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $40,447 - federal funds $36,402.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8602

August 18, 1977

City of West Linn
City Hall
West Linn, OR 97068

1547-S

Attention: Wayne L. Peterson
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 6162

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a traffic signal on the Oswego Highway at the intersection with McKillican and Hood Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8602

9

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

February 4, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mrs. Marie Sanders
1471 N.E. Burns Street
West Linn, OR 97068

Dear Mrs. Sanders:

1547-S

In your recent letter to the Highway Division you brought to our attention the poor timing of the traffic signal at the off ramp from I-205 onto Portland Avenue (ORE 43) in the City of West Linn.

In reviewing the traffic signal timing at this particular intersection, it was found that the timing of the signal is not at fault, but that the vehicle detection is such that no matter whether the vehicle is turning right or left a call is put into the controller to give this ramp a green light. As you mentioned, a major amount of traffic turns right and does this on the red after stopping. They generally do not need the use of a green indication of the traffic signal. This condition causes ORE 43 to stop unnecessarily for this ramp.

In order to correct this situation, it is our intention to relocate the vehicle detection for this ramp. By doing this, the traffic signal controller will be able to ignore vehicles that have turned right. This will enable the signal to remain green to the highway when not needed for side street traffic. This improvement will be made as time permits.

Thank you for your concern for traffic efficiency on the state highway system.

Very truly yours,

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Regional Traffic Engineer

RECEIVED
FEB 8 1977
Office of
Assistant State Highway Engineer

RWF/lms
bc: R. L. Schroeder - This is Assignment No. 1547.
L. E. George
W. J. Hart
W. W. Geibel - Please proceed with the detection revision as shown on the attached sketch.

Form 81-734-3122

WEST LOOP INTERCHANGE

For Profiles See Sheets 5A & 5B

"A3" LINE

"E2" LINE

"L" LINE

"C3" LINE

"D" LINE

"OS3" LINE

Sta "OS3" 735+50 To Sta "A3" 734+98 Const Manhole Const Type "C-1" Inlet Inst 12" Sew Pipe-216'

Const Type 2 Guard Rail-262.5'

Const Type 2A Guard Rail-62.5' Rt

Sta "A3" 729+00 To Sta "A3" 731+90 (Pier 3 Drain) Const Type "C-1" Inlet Inst 12" Storm Sewer-199'

Const 55' PCC Walk

Inst Temp. 4" & 12" Type "B" Plastic Striping As Future Left Turn Lane

Const Type "C" Curb

Const Type 2 Barricade -50'

Const Type 2 Barricade -100'

Const Type 3 Barricade

Const Type "C" Curb & Gutter

Const Type "C" Curb & Gutter Island

Const Type "C" Curb

Future Curb

Const 55' PCC Walk

Const Type "C" Curb

Pointed Island (By Others)

Pointed Traffic Markers (By Others)

Access Control Line

Const Spaced Manhole (For Outside Sew Syst.) Const 2 Type G-1 Inlets Inst 12" Sewer Pipe-37' Inst 36" Sewer Pipe-105' Inst 42" Sewer Pipe-91'

Const Manhole Const 2 Type G-1 Inlets Inst 12" Sewer Pipe-204'

Const Manhole With Grate Cover Const 3 Type G-1 Inlets Inst 12" Sewer Pipe-127' Inst 36" Sewer Pipe-71'

Sta "OS3" 731+48 To Sta "E2" 735+58 Inst 24" Sewer Pipe-406'

Sta "OS3" 735+50 To Sta "E2" 744+44 Inst 24" Sew. Pipe-134'

Sta "OS3" 728+76.6 To Sta "OS3" 731+45.6 Inst 18" Sew. Pipe-278'

Const Type 2 Guard Rail-41.5'

Const Type 2 Barricade -100'

Const Type 3 Barricade

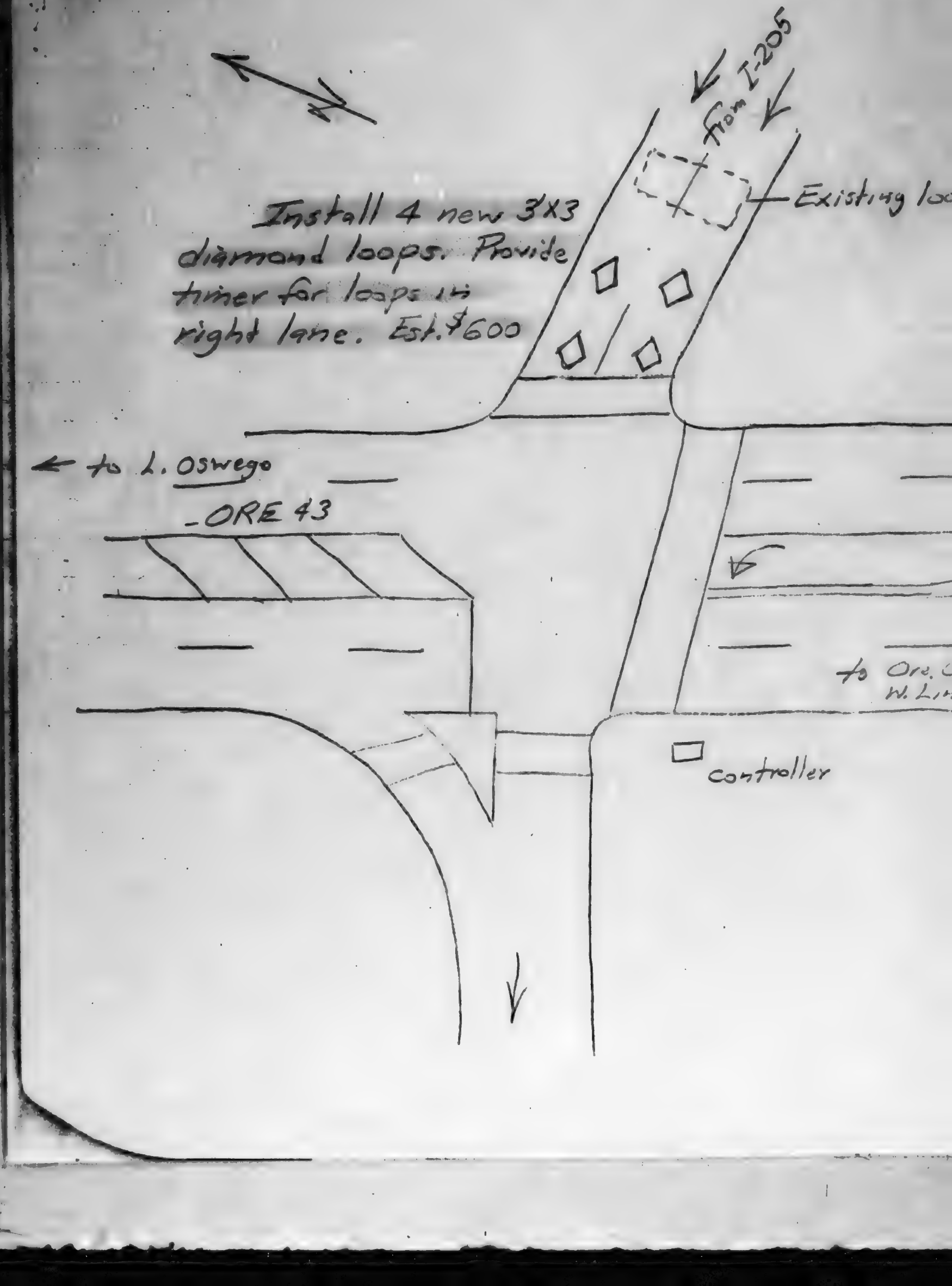
Const Type "C" Curb

Const Type "C" Curb & Gutter

Const Type "C" Curb

Const Type "C" Curb

Const Type "C" Curb


From I-205
Existing loo
Install 4 new 3X3 diamond loops. Provide timer for loops in right lane. Est. $600
← to L. Oswego
ORE 43
to Ore.
W. Lin
controller

The Highway Dept
State of Oregon

Sirs:

I would like to call your attention to the poor timing on the traffic light in West Linn on Portland Avenue - adjacent to I-205 freeway.

The traffic exiting from I-205 trip the light on Portland Avenue - but the majority of the exiting traffic turn right to West Linn - Oswego then do not need the light to make their right turn. The then traffic is being needlessly held up. (Mrs) Marie Sanders
1471 N. E. Buena St.
West Linn Oregon
97068

RECEIVED
JAN 14 1977
Office of
Assistant State Highway Engineer

1-17-77
Original to Dist

8602 2-3-77 8

1547-S

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-9565 (3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71540

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Rulien
FOR

Init.	Lives	R/D	DVR	Sec	Act	Life

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-3-77	FAU 9565	Primary 3

GENERAL LOCATION:

"Portland Ave. @ McKilicon - Hood Sts.(West Linn) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work, TEC $1,500 - FF $1,350.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-19-77 letter, I concur that this project qualifies for timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non major action as set forth in 7-7-2.

You are authorized to proceed with the work as shown above as requested in Mr. Rulien's 1-19-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-3-77	E. Walach	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8602

8

PRO-6-2

January 19, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. [illegible]

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71540
Project No. HHS-9565(3)
Portland Ave. @ McKillican-Hood Sts. (West Linn) Sec.
Clackamas County

Attached data consists of PR-1 form, Investigation for Traffic Signal Installation, sketch maps, Collision Diagram and Traffic Signal Warrant Comparison compiled for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a, based on "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S.& E. approval at an estimated total cost of $1,500 with obligation of Federal funds of $1,350.

DRH:ljt
Att.

cc: L. E. George
W. J. Hart, Reg. 1

Corrected Copy

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

January 19, 1977

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	
		SR 43 @ McKillican St. (West Linn)	ADT	13,100	23,600	97	10	Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) / NUMBER
	PE & Traffic Signal								HHS- / 9565
CARD 4	CLASS OF FEDERAL FUNDS					COUNTY NAME			
	(Section 209) High Hazard Locations					Clackamas			
	NAME OF URBAN AREA					ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Portland					U	9565	3	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 40	53		(54) (59)	(59) (66)	(67) (76)		
5					PE TOPICS			0.0	1,500	1,350		150 (City)
5					ROW							
5					CONST (CODE) TOPICS Y031		"Portland Ave. @ McKillican-Hood Sts. (West Linn) Sec."	0.0	30,000	27,000		3,000 (City)
							PROJECT TOTALS	0.0	31,500	28,350		3,150 (City)

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	

(16) (23) (24) (33) REMARKS

FORM PR-1 (REV. 4-81)

January 19, 1977

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 43 @ McKillican St. (West Linn)	ADT	13,100	23,600	97	10	Oregon	41	145	71540

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
Signal								HHS-	9565	(3)		

	COUNTY NAME	CODE	PROGRAM STAGE
(Section 209) High Hazard Locations	Clackamas	005	1 OR 2
Portland	ROUTE NO. U; FEDERAL-AID 9565; STATE 3; U.S. ---		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E PICS			0.0	1,500	1,350		150 (City)	Util. adj. req. incl. prep. work.
OW								
ONST (CODE) PICS 31		"Portland Ave. @ McKillican-Hood Sts. (West Linn) Sec."	0.0	30,000	27,000		3,000 (City)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
DRH	PROJECT TOTALS		0.0	31,500	28,350		3,150 (City)	

APPROVAL DATES

REMARKS

-over-

PORTLAND AVE. @ McKILLICAN-HOOD STS. (WEST LINN) SEC.

PROJECT NO. HHS-9565(3)

Existing Facility:

Portland Ave. (FAU 9565-ORE 43) -- Bituminous surfaced 2 lane with curb on westerly side of roadway.

McKillican St. (FAU 9582) -- Bituminous surfaced 3 lane at intersection with Portland Ave.

Hood Street -- Bituminous surfaced 3 lane at intersection with Portland Ave.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering including utility preparatory work.

(2) Install two-phase traffic signal and incidental work common to this type of project.

Right-of-Way: None Required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning
as the project will not result in an alteration of land
flow patterns that would require a significant change in
or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concur
on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesavi
set forth in FHPM 6-8-2-1.

NOTE: This project is in Congressional District No. 1.

@ McKILLICAN-HOOD STS. (WEST LINN) SEC.

S-9565(3)

ity:

Ave. (FAU 9565-ORE 43) -- Bituminous surfaced 2 lane with curb on westerly side of roadway.

n St. (FAU 9582) -- Bituminous surfaced 3 lane at intersection with Portland Ave.

eet -- Bituminous surfaced 3 lane at intersection with Portland Ave.

Work under this project consists of the following:

phases of preliminary engineering including utility paratory work.

tall two-phase traffic signal and incidental work non to this type of project.

None Required.

Airports, Water Development, Railroads, Recreation Areas: None involved.

quirements: Exempt from State Clearinghouse and earinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning complete or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

NOTE: This project is in Congressional District No. 1.

8603 Nehalem St.-Columbia R.Hwy.1977
(Clatskanie) Sec. of 3rd St. SE
& Truchsek St. SE (Grading & paving)

C+A 5907 3-11-77

8603 OREGON STATE HIGHWAY DIVISION

FORM 81-784-1198

HIGHWAY DIVISION INVOICE

NO. 127169

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8/1/79	CC 2004	

CREDIT DISTRIBUTION

305-1926-295	$1,567.73
305-1981-295	2,972.86

CLATSKA

Clatskanie City Council
City Hall
Clatskanie, OR 97016
Attn: Bob Wheeler - City Administrator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Nehalem Street - Columbia River Section - 3rd Street and Truehaak Street - Clatskanie			
SOS-0501 (1)			
Project Costs			$ 82,240.59
Less Federal Funds			(64,500.00)
Less City prior advance deposit			(13,200.00)
Amount still due State			$ 4,540.59

8603

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	REQUEST FOR OUTSIDE BILLING (OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
7/25/79	CC 2004	

CREDIT DISTRIBUTION

PE 305-1926
Const. 305-1081

BILL TO: Code:

Clatskanie City Council

City Hall

Clatskanie, Oregon 97016

Att: Mr. Bob Wheeler - City Administrator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Nehalem Street - Columbia River Section - 3rd Street and Truehaak Street - Clatskanie			
SOS-0501(1)			
Project Costs			$82,240.59
Less Federal Funds			64,500.00
Less City prior advance deposit			13,200.00
Amount still due State			$ 4,540.59
Please send copy of itemized statement with billing.			

Advance Deposit Amount	$ 13,200.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,000.00
Balance	$ 3,200.00
Transfer to Highway Fund	$ 3,200.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1763

Amount Due . . . . . $ 4,540.59

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

for D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7/26/79

CITY Clatskanie Contract No. ~~8601~~ 8603 Date Completed 5/3/78

PROJECT # SOS-0501(1) Section 3rd and Truebaak Streets

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
PE Costs	$ 7,240.51
Payments to contractor	$69,003.28
Construction engineering	5,997.16
Total Project Costs	$82,240.59

City's share of project costs are as follows:

Project Cost	$82,240.59
Less Federal Funds	64,500.00
Less Prior City Advance Deposit	13,200.00
AMOUNT STILL DUE STATE	$ 4,540.59

Reference: Billing Form CC 2004

ORIGINAL

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. OS-0501(1)

PROGRAM APPROVED 3-1-78

VOUCHER PERIOD From: 3-1-77 To: 2-20-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
P.E.					
$ 7,240.51	$ 6,611.63	85.8%	$ 5,672.78	$ 5,672.78	$ 0.00
CONSTR.					
~~75,000.08~~	~~68,563.19~~	~~85.8%~~	~~58,827.22~~	~~58,827.22~~	~~0.00~~
$82,240.59	$75,174.82	85.8%	$64,500.00	$64,500.00	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon
State Highway Agency

By V.E. Skoog Controller 6-11-79
Authorized Official *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Claskanie-Grading & Paving Columbia River Hwy. @ Nehalem & 3rd St, Columbia County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 6,611.63	
	Construction					
	Type Code 6201					
	Final Contract Payment Summary	Lump Sum			63,133.83	
	Construction Engineering					
	State	All Required			5,429.36	
	Total Participating Costs				$75,174.82	
	Non Participating Items					
	Preliminary Engineering	All Required			628.88	
	Final Contract Payment Summary	Lump Sum			5,869.45	
	Construction Engineering	All Required			567.44	
	Total Non Participating Cost				$ 7,065.77	
	TOTAL COST				$82,240.59	

AMOUNT CARRIED FORWARD

8603

PROJECT MANAGEMENT OFFICE MEMO

Date 2-7-79

Subject FAS A752 + SOS Project. File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Bob Wheeler, Clatskanie Phone 728-2622

Reason for contact and general discussion: Paul Barnhart, Res. Eng. requested I Call. Wheeler had a question IF they Took over an FAS Could They apply for FAS Funds. I told him that they would have to apply Through the County. Also ask when SOS project 3rd + Truchaud would be finaled and They would be billed. I had checked This out and told him he Could expect this around the 1st of March.

Signature F. Holtbrandt

File ( ) ( ) (✓) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

✓ ✓ ✓ RP

#8603

9-8-78

Salem, OR

~~June 23, 1978~~

RECEIVED
JUN 23 1978
CONSTRUCTION BRANCH

W.S.

Gareld Inloes
EEO & Labor Compliance Coordinator

Paul R. Barnhart
Resident Engineer

Zone Wage Scale
Definition Correction
Contract #8603

We have received a letter (copy attached) from Robert M. Brock, U. S. Department of Labor, indicating an omission in the contract "Wage Determination Decision of the Secretary of Labor, Decision No. OR77-5063". This letter supersedes my April 27, 1978 telephone interpretation of the Zone Wage Scale, given by the Seattle U. S. Bureau of Labor.

Mr. Brock's letter allows zone pay mileage computation from Longview, Washington, rather than from Astoria, Oregon. It now appears that the previously enforced Zone D requirement for the subject project will be reduced to Zone B (10 miles but less than 25 miles from the Longview City Hall).

Your contractor should be advised of the above determination so that the project can be finalized.

GI:mk

Attach.

cc: H. S. Coulter/att.
E. L. Hardt/att.
Ed Woodruff (U.S. ~~Bureau~~ Dept. of Labor, Seattle)/att.

9-7-78 cy Solis

RECEIVED
STATE HWY ENGR
SEP 7'78
REFER TO
FOR
Info | Inves | R/D | Sign | Act | File

xc: Jack Solis

Regional office of Dept. of Labor advised as they had previously informed us there had been no omission.

W. Richards

P.S. - Contract has been accepted allowing the lower pay scale.

9-8 Jack S. —
I assume this answers problem on #8603 is taken care of. TBC

Kessey Jacks Hopkins Williams Johnsen Glenn

RECEIVED
SEP 6 1978
CONSTRUCTION BRANCH

Richards Berg Inloes Widmer Gebauer Church

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: June 22, 1978

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Prevailing Wage Problem
Contract No. 8603
Nehalem Street-Columbia River Highway (Clatskanie)

When the Federal Labor Department issued their prevailing wage tables they made a mistake and left out Longview as a reference point for zone pay and left Astoria as the only reference point for zone pay. This has resulted in requirement that the contractor pay more than he should be required to pay because many of the employees are coming from Longview and zone pay should have been considered from Longview.

I have been in contact with Mr. Forrest Randall of the Federal Department of Labor and he has advised me that they did in fact make a mistake and will be issuing a revised schedule that will incorporate the City of Longview.

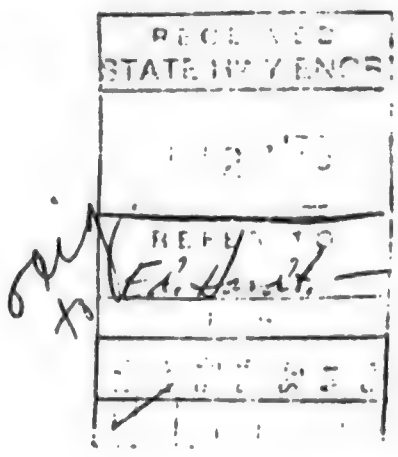
They will also send us a letter, and I asked that he address the letter to you, stating that it would be proper to amend the contract provisions to provide for Longview as being the reference point for zone pay rather than Astoria.

He also advised me that it would be two to three weeks until they could get the letter out and so we will have to live with the present condition until the letter is received from the Federal Department of Labor.

Mr. Paul Barnhart is the Resident Engineer on the project and I imagine he should be advised through channels that a change will be coming up so that he can advise the contract that such a change will be coming. However, until such time as we have received the letter from the federal government, we will have to require the contractor to pay wages as set forth in the contract based on the zone pay from Astoria. At such time as we receive the letter from the Federal Department of Labor, then we will be able to advise the contractor and adjust payments that have already been made in the contract.

JLS:sb;hg

cc - Warren Richards



U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

JUN 15 1978

Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 8603 Nehalem Street - Columbia River Highway;
Clatskanie, Columbia County, Oregon.

Dear Mr. Coulter:

This case has been before the Department of Labor pursuant to a request for a wage determination relating to the construction work described above and the following decision pertaining thereto has been issued:

Decision No. OR77-5078 dated September 23, 1977, in the Federal Register, Volume No. 42, Page No. 48700;
Modification No. 1 dated January 27, 1978, in the Federal Register, Volume No. 43, Page No. 3841;
Modification No. 2 dated March 10, 1978, in the Federal Register, Volume No. 43, Page No. 10158

Due to an inadvertence the following Cities noted below were omitted from the zone wage scale for laborers, power equipment operators and truck drivers:

Goldendale, Longview, and Vancouver Cities, Washington

Appropriate action in this matter will be appreciated.

Sincerely,

Robert M. Brock
Director, Division of Construction
Wage Determinations

cc: Mr. Kalinowski
Oregon-Columbia Chapter
Associated General Contractors
1008 N.E. Multnomah Street
Portland, Oregon 97232

RECEIVED
JUN 20 1978
CONSTRUCTION BRANCH

RECEIVED
STATE HWY ENGR
JUN 19 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

	305	1925	915	00	P	1				70.60	
	305	1925	916	00	P	1				1.50	
	305	1925	915	00	P	1				.72	
	305	1925	921	00	P	1				87.20	
			TOT	P1			132.66		132.66	2,079.34	
			TOT	M1						213.52	
			** JOB TOTALS **				132.66	**	132.66	** 2,292.86	**

SE [illegible] CLATSKANIE CONT NO [illegible] FA PROJ NOS OS 501001 100 00 STATE

	305	1926	295	00	N	9	1.94CR		1.94CR	2,567.19CR	
	305	1926	298	00	N	9	1.94		1.94	2,567.19	
	305	1926	901	00	P	1				3,600.70	
	305	1926	905	00	P	1				1,777.95	
	305	1926	910	00	P	1				1,016.33	
	305	1926	914	00	P	1				1,[illegible].37	
	305	1926	920	00	P	1				61.75	
	305	1926	921	00	P	1				661.37	
			TOT	P1						7,2[illegible].51	
			** JOB TOTALS **					**		** 7,240.51	**

SE [illegible]-SCHAFFOCE HIGH SCH CONT NO [illegible] FA PROJ NOS OS 503001 100 00 STATE

	305	1932	295	00	N	9				800.00	
	305	1932	296	00	N	9	79.86CR		79.86CR	3,[illegible].23CR	
	305	1932	298	00	N	9	79.86		79.86	2,[illegible].23	
	305	1932	901	00	P	1				2,626.76	
	305	1932	905	00	P	1				800.73	
	305	1932	914	00	P	1				33.99	
			TOT	P1						3,[illegible].98	
			** JOB TOTALS **					**		** 3,519.48	**

[illegible]-KLAMATH-N ST (COLUMBIA CTY CONT NO [illegible] FA PROJ NOS [illegible] 100 STATE

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	305	1935	911	00	P	1	24.98		24.98	[illegible]	
			TOT	P1			[illegible]		[illegible]	[illegible]	
			** JOB TOTALS **				6,299.55	**	6,299.55	** 7,073.70	**

8603

TOTAL TO DATE JOB COST SUMMARY JULY 1978 PAGE 540

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
COOS BAY PAVEMENT MARKINGS	CONT NO	8 FA PROJ NOS MMS 005010 100				00	STATE
	305 1901	296	00 N 9			[illegible] 00CR	

| | | |

8603

8.

July 11, 1978

Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On July 5, 1978, we wrote to you concerning release of final payment on Contract No. 8603 awarded to Columbia West Materials & Constructors, Inc., for work on the Mohalem Street-Columbia River Highway Section of 3rd Street S.E. and Trunhank Street S.E. in Clatskanie, Columbia County.

Final payment on this contract is $3,613.33 and the total contract amount is $69,003.28. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials &
Constructors, Inc.
6688 N.W. St. Helens Rd.
Portland, OR 97210

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Hwy. Engineer

DATE: June 29, 1978

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT:
Highway Project Acceptance

Contract 8603, Work Completed 5-4-78

Project Nehalem St. -Columbia R. Hwy. (Clatskanie)

Highway City Streets (3rd St. S.E. & Truehaak St. S.E.)

Count(y)(ies) Columbia

Type of Work Grading & Paving

Contractor Columbia West Matls. & Constructors, Inc.

Recommended Acceptance Date 6-29-78

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:NS

cc: R. D. Church

Letter to surety
7-5-78 dda

RECEIVED
STATE HWY ENGR
JUN 30 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

APPROVED
STATE HIGHWAY ENGINEER
Date 7-3-78

81-125-1367

8603

6-7-78

Narrative Report
Nehalem St.-Columbia River Hwy. (Clatskanie)
City Streets (3rd St. SE & Truehaak St. SE)
Columbia County
Contract No. 8603
Prefix 305-1081

This project pointed out the necessity for making the Calendar Day Count a realistic measure of the number of days it actually takes to do the work. This project was federally funded with the City of Clatskanie's participation and acceptance of any cost overrun. Since the State did all the location, design, estimation, and documentation, we were "morally" responsible to this small city's budget. The 150 calendar days allowed the contractor too much freedom to use this job as a fill-in when scheduling the work his firm was to do over that period of time. The work proceeded at the rate of an hour one day, four hours the next, three hours another day, etc. This forced engineering time and cost up since this office had to have an inspector on the job during all aspects of construction, at a project located 65 miles from this office. A 60 calendar day count would have forced the contractor to get in and out, thus saving engineering costs. Any small city jobs should be handled in this manner.

After the project started to take shape, the City of Clatskanie came to us and asked that we extend our bid item quantities to build a catch basin and curb on the left side of Truehaak Street, excavate and place base rock to pave the full width of the street, and overlay the existing section of pavement. Price Agreements Nos. 1 and 2 were established to cover these changes. PA #1 was to tack the existing pavement for overlay, and PA #2 was to document the extension of bid items. We requested and received from the City of Clatskanie a letter authorizing the overlay and added curb.

Vandeberg
Christenson
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 07 1978
ENGINEERING SECTION

From
Do Not File
Return To
Bring Up
Action

Paul R. Barnhart
Resident Engineer

REFERRED TO
Board, Steydenmeyer
Cole, Temple
Erikson, Watson
Hager, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Letter of acknowledgement

Nehalem St.-Columbia River Hwy. (Clatskanie)
City Streets (3rd St. SE & Truehaak St. SE)
Columbia County
Contract No. 8603

	Authorization	Final Estimate
Contract Amount	$60,741.50	$68,831.32
Anticipated Items	1,300.00	0.00
Contingencies	2,791.87	0.00
Engineering	6,204.15	5,555.89
Price Agreements		174.00
Total	$71,037.52	$74,561.21

STATEMENT OF OVERRUNS AND UNDERRUNS

Item #	Item	Contract	Constructed	% underrun.- % overrun +
1	Mobilization	100%	100%	0
		Item performed as per specifications.		
2	Temporary protection & direction of traffic	100%	100%	0
		Item furnished as per plans and specifications.		
3	Temporary signs	139	138.25	- 0.5
		Item furnished as per plans and specifications.		
4	Temporary barricades	6	5	- 18
		Due to slow progression of job, 5 barricades were all that were needed.		
5	Flagmen	50	0	- 100
		Due to small traffic flow and street being closed to through traffic, flagmen were not necessary.		
6	Removal of structures and obstructions	100%	100%	0
		Item performed as per specifications.		
7	General excavation	1,059	1,097.33	+ 4
		Item overrun because city added more work.		
8	1"-0 Aggregate Base	1,790	2,296.41	+ 28
		Item overrun because city added more work.		
9	Class "B" or Class "C" Asphalt concrete	1,030	1,227.16	+ 19
		Item overrun because city added more work.		

STATEMENT OF OVERRUNS AND UNDERRUNS (Continued)

Item #	Item	Contract	Constructed	% Underrun - % Overrun +
10	12 inch sewer pipe	84	98.0	+16
	Item overrun due to alignment revisions required by existing facilities.			
11	Concrete inlets type CG-1	6	7	+17
	Item overrun because city added more work.			
12	Special inlets	4	4	0
	Item furnished as per plans and specifications.			
13	Concrete walks	90	75.7	-16
	Item underrun because of location miscalculatior			
14	Sidewalk ramps	3	3	0
	Item furnished as per plans and specifications.			
15	Concrete driveways	50	67.6	+35
	Item overrun due to location miscalculation.			
16	Concrete curbs	1300	1568.3	+21
	Item overrun due to city adding more work.			
PA #1	Asphalt Tack Coat	100%	100%	0
	Item was furnished as per PA #1 and specifications.			

8603

FORM E-[illegible] (REV 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nehalem St. - Columbia River Hwy.		WEEK ENDING: May 18 1978
		SECTION PREFIX: 305-1081
HIGHWAY: City Streets 3rd St. SE & Truehaak St.SE		COUNTY: Columbia
NAME OF JOB: Nehalem St. - Columbia River Highway (Clatskanie)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Columbia West Materials & Constructors	CONTRACT NUMBER: 8603	FEDERAL AID PROJECT NUMBER: OS-0501(1)
DATE OF CONTRACT: October 13, 1977	DATE WORK STARTED: October 27, 1977	ESTIMATED COMPLETION DATE: June 21, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED / CALENDAR DAYS USED: 116
PROJECT AUTHORIZATION: $ 71,037.52	SPECIFIED COMPLETION DATE: June 21, 1978	PERCENT OF TIME ELAPSED: 77%
EXCLUSIVE OF ENGINEERING: $ 64,833.37	ENGINEERING AUTHORIZATION: $ 6,204.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 69,032.40	ENGINEERING COST TO DATE: $ 5,555.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 105%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 6.4 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	95%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1059 cy	1790 ton			1030 ton
TOTAL QUANTITIES CORRECTED TO DATE	1097.33 cy	2296.41 ton			1227.16 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1097.33 cy	2296.41 ton			1227.16 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
May SUNDAY 14	Rain	1		
MONDAY 15	Showers	1		
TUESDAY 16	Cloudy	1		
WEDNESDAY 17	Fair	1		
THURSDAY 18	Fair	1		
FRIDAY 12	Rain	1		
SATURDAY 13	Rain	1		

Keamy — Richards
Burg
Williams
Glenn

RECEIVED
MAY [illegible] 3
CONSTRUCTION
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May SUNDAY 14	No Activity
MONDAY 15	No Activity
TUESDAY 16	No Activity
WEDNESDAY 17	No Activity
THURSDAY 18	No Activity
FRIDAY 12	No Activity
SATURDAY 13	No Activity

REMARKS

Waste area still too wet to work.

Holding semi-final for letter of acceptance from city of Clatskanie.

SIGNED Jane K Lancaster LOCATION Portland

For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

Form 82-734-1384 (9-77)

8603

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name: NEHALEM ST. - COL. RIVER HWY. (Clatskanie)					Contract No. 8603
Highway: City Streets				County: Columbia	Prefix No. 305-1081
Contract Time Elapsed: 75 %	Contract Work Completed: 100 %	Contract Work Quality: Good		Contract Work Progress: Finished	F.A. Project No.: OS-0501 (1)
Inspection date: May 9, 1978		By: Marion Craft			
In company with: Paul Barnhart, Wally Bryant (FHWA)					

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This inspection was made to determine the final acceptability of the project. All the work was done in a good workmanlike manner and should provide the city of Clatskanie with a good riding, maintenance free street for many years. There was a small amount of paving done that was not indicated on the plans. This was done at the request of the City, with the understanding that this work would be "non-participating", and would be paid for by the City.

There was a small overrun in engineering, due to the smallness of the job, the distance of the job from the Resident Engineer's office, and too much time in the contract. This allowed the contractor to do the job at his convenience on a piece meal basis, which may have benefitted the contract overall, but worked a hardship on scheduling the engineering.

The project is considered acceptable and has been built according the intent of the project, and according to the plans and specs.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NA	Date opened to traffic or in operation
5/3/78	Date of Second Notification
------	Date Contractor's notice for semi-final inspection received
5/3/78	Date Contractor removed equipment, plant, etc.
about 2 weeks	Estimated submittal date of semi-final estimate
5/3/78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~

Signed Marion Craft

Title Region Construction Engineer

8603

OREGON STATE HIGHWAY DIVISION

Form 81-724-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Clatskanie
City Council
City Hall
Clatskanie, OR 97016

Attention of Mr. Bob Wheeler
City Administrator

Request No. (assigned by staff engineer or head of section) CC 1763

Date November 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $13,200.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	$ 3,200.00	
				$10,000.00
		To be transferred to State Highway funds for the Nehalem St.-Columbia River Hwy. Section (3rd and Truehaak) Section		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 305-1081-297

Submitted by: H. Reynoldson
H. Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8603

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-95		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER	10-25-77	Project Number OS-0501(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,700	$ 78,738
Federal funds	$ 6,607	$ 67,557
Other revisions		

This modification is made for the following reasons:

Addition of the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October , 1977 .

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By L Keaney

acting
State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon, October 18, 1977

Federal Aid Project
No. OS-0501(1)

Nehalem St.-Columbia River Hwy. (Clatskanie) Section
(3rd St. S.E. and True St.) City Streets
Columbia County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 7,700.00

Type Code 6201
Roadway (Sta. 10+20 to Sta. 22+91.14)

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	139 Sq.Ft.	8.00	1,112.00
Temporary Barricades	6 Each	200.00	1,200.00
Flagmen	50 Hour	16.00	800.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	1,059 Cu.Yd.	4.50	4,765.50
1"-0 Aggregate Base	1,790 Ton	6.50	11,635.00
Class "B" or Class "C" Asphalt Concrete	1,030 Ton	18.50	19,055.00
12-inch Sewer Pipe	84 Lin.Ft.	11.00	924.00
Concrete Inlets, Type CG-1	6 Each	625.00	3,750.00
Special Inlets	4 Each	550.00	2,200.00
Concrete Walks	90 Sq.Yd.	15.00	1,350.00
Sidewalk Ramps	3 Each	250.00	750.00
Concrete Driveways	50 Sq.Yd.	20.00	1,000.00
Concrete Curbs	1,300 Lin.Ft.	4.00	5,200.00
			$60,741.50

Anticipated Items

City of Clatskanie, Water	All Required		$ 300.00
City of Clatskanie, Sanitary Sewer	All Required		1,000.00
			$ 1,300.00
	Subtotal		$62,041.50
	Engineering		8,996.50
	Total		$71,038.00

Length of Project . . . . . 0.244 Mile

Cost of Roadway Per Mile. $291,139.34

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	City Funds
Preliminary Engineering		$ 7,700.00	$ 6,607.00	$ 1,093.00
Roadway		71,038.00	60,950.00	10,088.00
	Total	$78,738.00	$67,557.00	$11,181.00
Group 1	100%			
Contract No.	8603			
Prefix Nos.	305-1081 305-1926			

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
5-83		County
	FEDERAL-AID PROJECT AGREEMENT	Columbia
	5-16-77	Project No.
		OS-0501(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts. S.E. 3rd St. & Truehaak St. (Claskanie)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-77	0.25
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,700	$ 6,607

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. T. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAY 16 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen file

Oregon State Highway Division
Salem, Oregon, May 11, 1977

Federal Aid Project
No. OS-0501(1)

NEHALEM ST. - TRUEHAAK ST. (CLASKANIE) SECTION

CITY STREET IN COLUMBIA COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,700.00
	TOTAL	$ 7,700.00

Length of Project - - - - - - - - - - - - 0.25 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,700.00	$ 6,607.00	$ 1,093.00
Retain in Program			
Contract Work	67,300.00	57,743.00	9,557.00
TOTAL	$75,000.00	$64,350.00	$10,650.00

Group 1-100%

Prefix 305-1926

8603

bc: w/cy. Jon Rose-Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-320 and submit to Finance Branch.

September 30, 1977

City of Clatskanie
City Council
City Hall
Clatskanie, OR 97016

ATTN: Mr. Robert Wheeler
City Administrator

Gentlemen:

On September 29, 1977, a satisfactory bid was received from Columbia West Materials and Constructors Inc., P.O. Box 10245, Portland, Oregon, 97210 for the Nehalem St.-Columbia River Hwy. Section (3rd St.-Treahaak St.). This is an Off-System Project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$60,741.50
Adjust water lines	300.00
Adjust sanitary sewer	1,000.00
4½% Contingencies	2,733.37
10% Engineering	6,204.15
ESTIMATED TOTAL COST OF CONSTRUCTION	$70,979.02
Estimated Preliminary Engineering Cost	6,685.27
ESTIMATED TOTAL COST OF PROJECT	$77,664.29
Less Off-System Funds	$75,000.00
100% City costs	2,664.29
14% of $75,000.00	10,500.00
ESTIMATED CITY SHARE OF PROJECT	$13,164.29

By rounding, the City's advance deposit will be $13,200.00.

Please make your check in the amount of $13,200.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N.E. Glisan St., Portland, Oregon, 97213, prior to October 21, 1977.

Very truly yours

Robert H. Prange
Local Projects Manager

RHP:lml

8603

yellow Clatskanie

Form 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 22, 1977

FILE:

FROM: Duane O. Christensen
Final Design Engineer

TO: Paul Barnhart
RESIDENT ENGINEER

SUBJECT: Nehalem St.-Columbia River Highway
(Clatskanie) Section
City Streets (3rd St. S.E. &
Truehaak St. S.E.)
Columbia County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9116	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade

Attachment
cc: Carl Barner

8603

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 13, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 29 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened on September 29 on the following projects:

1. Portland Ave at McKillican St/Hood St (West Linn)
   Oswego Highway
   Clackamas County

   Traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Nehalem St-Columbia River Highway (Clatskanie)
   3rd St SE & Truehaak St SE
   Columbia County

   Grading and paving.

   City streets, 20-25-foot roadway. Existing sidewalks preserved or 5-foot sidewalks to be constructed.

3. Bullards Beach State Park
   Coos County

   Sewage facilities.

   Same as No. 1.

4. "A" Canal Bridge (Klamath Falls)
   Washington Street
   Klamath County

   Grade, pave and structure.

   8-foot sidewalk/bikeway to be constructed on both sides.

5. N Unit, Lake Abert-Valley Falls
Lakeview-Burns Highway
Lake County

Grading and paving.

22-foot roadway with 2- to 3-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. First Ave-Pacific Highway (Eugene)
Eugene-Springfield Highway, I-105
Lane County

Grading, paving, barriers and signing.

10-foot shoulders. Parallel facilities exist.

7. Columbia Blvd Interchange
Columbia Blvd U'xing
Multnomah County

Grading, paving and structures.

An 8-foot Class I bikeway on approaches and structure will be incorporated.

8. NE Broadway at NE 9th Avenue (Portland)
City Street
Multnomah County

Traffic signal installation.

Same as No. 1.

9. Portland Pavement Marking Project #3
City Streets
Multnomah County

Same as No. 1.

10. Hermiston Hwy-Umatilla/Stanfield Hwy (Hermiston)
Highland Avenue
Umatilla County

Grading and paving

4-foot Class III bikeways will be incorporated.

11. McKay Creek (Shaw) Bridge
FAS Route B579
Umatilla County

Structure

28-foot roadway on approaches and structure.

Same as No. 5.

12. Burnside Bridge (Portland)
City Street
Multnomah County

Deck surfacing

Same as No. 1.

13. Sunset Bay State Park
Coos County

Sewage facilities

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8603

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

9-2-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ. NO. OS-0501(1)

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70603

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR SEP 16 '77

REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED STATE HWY ENGR SEP 16 '77

REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-2-77	9-2-77	Non Federal-aid	City street

GENERAL LOCATION:

"Nehalem St.-True Haak St. (Claskanie) Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement (Code 6201 Miles 0.25)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. J. B. Boyd dated 8-24-77 that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Swan's September 2, 1977, letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $78,000 - federal funds $57,743 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-2-77	D. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	305	1913	914	00 P 1			11.55	
	305	1913	916	00 P 1			4.13	
			TOT	P1			2,817.69	
			** JOB TOTALS **		**	**	2,817.69	**
N 17TH ST (ST HELENS)	CONT NO		FA PROJ NOS SRS 005059 100					STATE
	305	1914	296	00 N 9			1,151.83CR	
	305	1914	298	00 N 9			1,151.83	
	305	1914	901	00 P 1			1,209.05	
	305	1914	901	00 N 1			2.70	
	305	1914	905	00 P 1			70.76	
			TOT	P1			1,279.81	
			TOT	N1			2.70	
			** JOB TOTALS **		**	**	1,282.51	**
BNRR XING @ DEER ISLAND RD	CONT NO		FA PROJ NOS RRS 300001 100					STATE
	305	1925	905	00 P 1			70.40	
	305	1925	915	00 P 1			.79	
	305	1925	921	00 P 1			87.20	
			TOT	P1			158.39	
			** JOB TOYALS **		**	**	158.39	**
SE 3RD&TRUEHAAK, CLATSKANIE	CONT NO		FA PROJ NOS OS 501001 100					STATE
	305	1926	296	00 N 9	278.39CR	1,290.14CR	1,290.14CR	
	305	1926	298	00 N 9	278.39	1,290.14	1,290.14	
	305	1926	901	00 P 1			3,677.36	
	305	1926	905	00 P 1	439.48	763.94	1,559.22	
	305	1926	910	00 P 1	61.32	61.32	1,016.33	
	305	1926	921	00 P 1	432.36	432.36	432.36	
			TOT	P1	933.16	1,257.62	6,605.27	
			** JOB TOTALS **		933.16 **	1,257.62 **	6,685.27	**
COOS BAY PAVEMENT MARKINGS	CONT NO		FA PROJ NOS HMS 005010 100					STATE
	306	1901	296	00 N 9		.14CR	63.04CR	
	306	1901	298	00 N 9		.14	63.04	
	306	1901	905	00 P 1			70.04	
			TOT	P1			70.04	
			** JOB TOTALS **		**	**	70.04	**
MYRTLE POINT CITY STREETS	CONT NO		FA PROJ NOS SRS 005040 100					STATE
	306	1908	296	00 N 9		.29	190.23CR	
	306	1908	298	00 N 9		.29CR	190.23	
	306	1908	905	00 P 1			85.87	
	306	1908	915	00 P 1			145.50	

3698 8603

8-77

8603

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE August 15, 1977

TO Frank Lowe
Condemnation Engineer
DOT - Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT R/W CERTIFICATION
SE 3rd Street-Truehaak Street Section
City of Clatskanie
Columbia County

RIGHT OF WAY SECTION
RECEIVED
AUG 16 1977
RE ARE ARA FS CA RS FAO

Attached is a R/W Certification on SE 3rd Street-Truehaak Street Section project.

I have reviewed this project with City Administrator Milton Sherman and Resident Engineer Paul Barnhart. From present plans and other information available, this Certification is in order. There is no right-of-way required.

KR:kf

cc J. Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977
TAA Reynolds File: PM FA LG OP

8603

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

8-10-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. OS-0501(1)
Project Name SE 3rd St - TRUE NAAK Street section
Hwy Index # 2005

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Clatskanie, Oregon, this 10th day of August, 1977

City of Clatskanie

Certified By:

Regional Right-of-Way Supervisor
Date Aug. 15, 1977

George E. Long
Mayor

Milton Sherman
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8603 Clatskanie

FORM 81-734-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 28, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Nehalem St.-Columbia River Highway
(Clatskanie) 3rd St. & Truehaak St.
Columbia County

TO: MEMO TO THE FILES

Don Harwell has been requested by the City to review the status of the subject project to see if it could be moved up from the November 17, 1977, letting to the September 22, 1977, bid letting.

A review of the project status has been made and is as follows:

1. Preliminary plans will be complete next week.

2. Right-of-way is clear as per Frank Lowe.

3. Environmental aspects can be cleared for a September letting.

4. Utilities can be cleared for a September letting.

Based on the above, please reschedule the project for the September 22, 1977, letting.

DOC:az
cc: E. S. Hunter
J. B. Boyd
D. H. Moehring--Please Reschedule
E. L. Hardt
Gary Potter
L. K. Watson
A. L. Brummitt

1 Versteeg ✓
Olsen
Scott
Swenson
Savage
2 Trout

RECEIVED
JUL 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up 1
Other

8603

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Nehalem St.-Columbia River Hwy. (Clatskanie)
Highway: 3rd & Truehaak Sts.
County: Columbia
Prefix: 305-1926
Res. Engr. Paul Barnhart

Date July 15, 1977
Ten Year Traffic Coefficient 6.0
18 kip s.a. per day 8.5
R value * 31 ** 21
Frost Penetration - - - -
CBE Total Requirement * 14.0" ** 17.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	Sta. 10± - 15± & 20± - 22±	(On Widened Areas)
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C.	7.0
7.0"	A.B.	7.0
12.0"		17.0"
	Sta. 10± - 22± (Existing Roadway)	
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C.	7.0
4.0"	A.B.	4.0
9.0"		14.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Programs

* Pit Run Material (Contaminated)

** Silty Sand

NOTED

8603

503 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

April 29, 1977

FILE:

FROM: Paul R. Barnhart
Resident Engineer

TO: Mr. R.N. Bothman
Metropolitan Engineer

Attention: Bob Ewen

SUBJECT: S.E. 3rd St. -
Truehaak St.
City of Clatskanie
Prefix: 305-1926

IME PR2 DE METRO

APR 29 1977

FILE J/A

Enclosed is the Location Survey for S.W. 3rd Street and Truehaak Street in the City of Clatskanie. There are three different typical sections that have been discussed for this project.

Typical section #1 is the Limited Full Depth, which consists of 11 inches of 1"-0 crushed rock through the cut areas on 3rd St. and enough 1"-0 crushed rock to level ip the existing road on the fill areas. This is at an estimated cost of $62,610.00

Typical section #2 is 9" Base Rock Thruout. This is at an estimated cost of $ 77,995.00

Typical section #3 is 11" Base Rock Thruout. This is at an estimated cost of $ 85,730.00.

It is our recommendation that Typical Section #1 be used in the design and construction of this project. This base design is also that which the City feels to be the most advantageous to them in terms of money.

Enclosed is the following Location Data: Vicinity Map, Plan sheet, Typical sections, Profile, and Cross-sections. Also enclosed is a book of Misc. notes.

David R. Harmon

for Paul R. Barnhart
Resident Engineer

NARRATIVE REPORT
S.E. 3rd STREET AND TRUEHAAK STREET
CITY OF CLATSKANIE

PREFIX 305-1926-901

This survey is of two streets in the City of Clatskanie to be funded under the Federal Aid Off-System Road Program.

The project begins at the intersection of S.E. 3rd and Nehalem streets and proceeds easterly along S.E. 3rd to Truehaak street. Then northerly on Truehaak street to an intersection with U.S. Highway 30. The original estimate, or top dollar cost, was set at $75,000.

The city has a water main along the northerly side of 3rd street that should not have to be adjusted, but most of the service connections will. There are the normal amount of valve boxes ect. needing adjustment, all to be done by the city.

This street section will have 40 ft. between curbs along 3rd street and 50 ft. curb to curb on Truehaak street. There will not be any sidewalk construction except at the beginning of the project on 3rd street, where the existing sidewalk will be removed to make grades fit.

The street crown or, the super rates, are critical because of the extreme elevation differences in the existing curbs and the controls caused by the driveways. These should be checked in the field during construction.

These streets had been built under city direction a few years ago. The fill area was constructed of full depth quarry run rock topped off with an amount of crushed rock for leveling. In the cut area on 3rd street they used crushed rock only and it has a questionable depth. This office is recommending a base design that would have an 11 inch course of 1"-0 cruahed rock through the cut area on 3rd street. The fill area on 3rd street

and all of Truehaak street would need enough 1"-0 crushed rock to level up the existing road to make a reasonable section with the exception of right of Stations 20+82 - 21+91 on the right. This area is an old fill that we are not sure of and we are planning for 11 inches of 1"-0 next to the existing A.C.

The city has experienced little trouble from streets constructed in this same manner elsewhere in the city and it therefore seems reasonable to allow this same construction.

I would recommend that the Special Provisions provide for the use of nearby commercial sources and specify visual inspection of materials because of the small quantities involved and the high relative costs for inspection.

Very Truly Yours,

Paul R. Barnhart

Paul R. Barnhart
Resident Engineer

8603

8

March 11, 1977

City of Cleteskanie
City Hall
Cleteskanie, OR 97016

Attention: Martheila Hatton
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5907

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an off-system project on Nehalem Street-Columbia River Highway Section of Third Street, S. E. and Trushnek Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

lkm

Att.

cc Don Harwell (agree. att.)

8603 3-1-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-0501(1)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70603

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3-1-77

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"Nehalem St. - Truehaak St. (Claskanie) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION including utility preparatory work, TEC $7,700 - FF $6,607

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-16-77 letter, you are authorized to proceed with the work as shown above.

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE: 3-1-77

SIGNATURE OF APPROVING OFFICIAL: D. K. Hoosner for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8603

9

~~PRO-6-2~~

February 16, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70603
Project No. OS-0501(1)
Nehalem St.-Truehaak St. (Clatskanie) Section
Columbia County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $7,700 with an obligation of $6,607 in federal funds.

CL:re

cc: R. N. Bothman (Metro)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-16-77

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–66: City Sts SE 3rd St & Truehaak St (Claskanie)	ADT	PRESENT DHV 30 300	FUTURE 450 (66)	YEAR 97 (70)(71)(72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: P.E. Gr. Dr. H.T. Pave.	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23: OS-	NUMBER 23–27: 0501	
CARD 4	CLASS OF FEDERAL FUNDS: Off System Roads	NAME OF URBAN AREA 17-31: ---							COUNTY NAME: Columbia	ROUTE NO.	FEDERAL-AID: Non (32) STATE: City St (36)(37) U.S. --

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(70)	STATE FUNDS	OTHER FUNDS
1												
3					PE			0.25	7,700	6,607		1,093 (City
3					ROW							
3					CONST (CODE) 6201		"Nehalem St.-Truehaak St. (Claskanie) Sec."	0.25	67,300	57,743		9,557 (City
								0.25	75,000	64,350		10,650 (City

(116) (23) (24) (93) REMARKS

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		CL	

1	14	PROGRAM APPROVAL DATES

October 4, 1976

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

2-16-77

JECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City Sts SE 3rd St & Truehaak St (Claskanie)	ADT	DHV 30 300	450	97	10	Oregon	41	627	70603

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave.								OS-	0501	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Off System Roads	Columbia	009	1 OR 2
---	ROUTE NO. / FEDERAL-AID: Non / STATE: City St / U.S.: --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.25	7,700	6,607		1,093 (City)	
OW								
ONST (ODE) 01		"Nehalem St.-Truehaak St. (Claskanie) Sec."	0.25	67,300	57,743		9,557 (City)	ROW-50' min; Access Control-none; Parking Restrictions-none.
	CL	PROJECT TOTALS	0.25	75,000	64,350		10,650 (City)	

OVAL DATES: October 4, 1976

REMARKS

-OVER-

NEHALEM ST.-TRUEHAAK ST. (CLASKANIE) SECTION

PROJECT NO. OS-0501(1)

Existing Facility: Roadway consists of 36-foot gravel surface.

Adjacent Sections

N.W. End -- Intersection with Nehalem Street.
S.E. End -- Connection with the Lower Columbia River Hwy. (FAP 1).

Project Data: Work done under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.
(2) Grade, drain, high type pave, on existing alignment to provide a 36-foot curbed roadway section with 5-foot sidewalks each side and other incidental work common to this type of project. Utility adjustments required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 24, 1977.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8603

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 3, 1977

FROM: [redacted]
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Nehalem St.-Truehaak St.
Clatskanie (Third St. and Truehaak St.)
Columbia County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
RegionMetro: R. N. Bothman
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano

BEN GIFFORD

APPROVED
[redacted]
DEPUTY STATE HIGHWAY ENGINEER
Date 2-7-77

RECEIVED
STATE HWY ENGR
FEB 1 '77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

PROJECT NUMBER | FEB -8 '77 | REFER TO | FOR
Take | Investigate | R/D | Action | File | Letter | See me

125-1387

Form FHWA 181 (Rev. 8-73)

DUE 2/2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 24, 1977

In reply refer to: 1041A.1

SUBJECT: Project Assessment
Oregon Project
~~Nehalem St.-Truehaak St.~~ (Clatskanie)
Columbia County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 14, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Kappen
G. L. Green
for

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

PROJECT DEVELOPMENT
JAN 31 77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Sect

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT
Non-Major

PART 1. GENERAL INFORMATION

A. Project Identification:

05-0501 (-)

Section Nehalem St. - Truehaak St. to beginning of pavement
Date January 12, 1977
Unit (if appl)
County Columbia
City Clatskanie
Highway Third St. and Truehaak St.
State Hwy. No.
Termini: M.P.(if appl)
Length 2100 ft.
Region Metro/I
Construction Estimate $75,000
Program Amount

B. Purpose of Project:

To provide improved access for the Rural Fire District Station located at Third St. and Truehaak St.

C. Origin & History of Project:

Street improvement needs were studied by the City Planning Commission in 1973. Their recommendations and priorities were approved by the City Council, and the program is being implemented as funds become available.

D. General Description of Project:

The project would consist of grading and paving (AC) the existing streets.

Alignment: New ____ Existing 2 XXX ____ Combined ____

Typical Section: Existing: No. Lanes gravel; Med. No; Shldrs. gravel; Parking Yes
Proposed: No. Lanes 2 AC; Med. No; Shldrs. AC; Parking Yes

Traffic: Existing Facility: Existing ADT 300; Projected ADT ____; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels None

Acres_____; Type of Relocation Req. None; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local commercial sources

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

This is the City's first priority under the OSR program.

FHWA and/or OSHD approvals given, if any:

Approved by the State Transportation Commission for funding under the OSR program.

Location or Design Alternatives (identify and describe):

No-build: would leave the street in its present substandard condition. It would need periodic regrading to fill potholes and washboarding.

Other Descriptive Information or Comments:

Third Street is located on a hill. On this moderately steep grade, the gravel surface is even less desirable for fire station access.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Third Street runs down a moderate slope in generally hilly terrain. There are no significant water features in the affected area, and there is no natural vegetation other than grass growing out of the edges of the curbs.

2. Cultural:

Third Street and Truehaak Street provide access to the Fire Station. A trailer court skirts the easterly side of Truehaak Street. A funeral chapel, a four-unit apartment and six single family residences are located on Third Street.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

No significant changes expected. Access for existing fire station traffic will improve, but should not generate new traffic.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None expected

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

No significant effects

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

No significant adverse effects expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Consistent. No changes in air quality expected.

b. Noise Standards - No increases in noise levels expected. Existing levels are well within FHWA maximum. Improved travel surface may reduce noise. No noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards - No significant waterways affected.

d. Area Land Use and Transportation Plans, and Zoning - The improvement is consistent with the City Planning Commission's program.

C. Recommended Type of Action and Documentation:

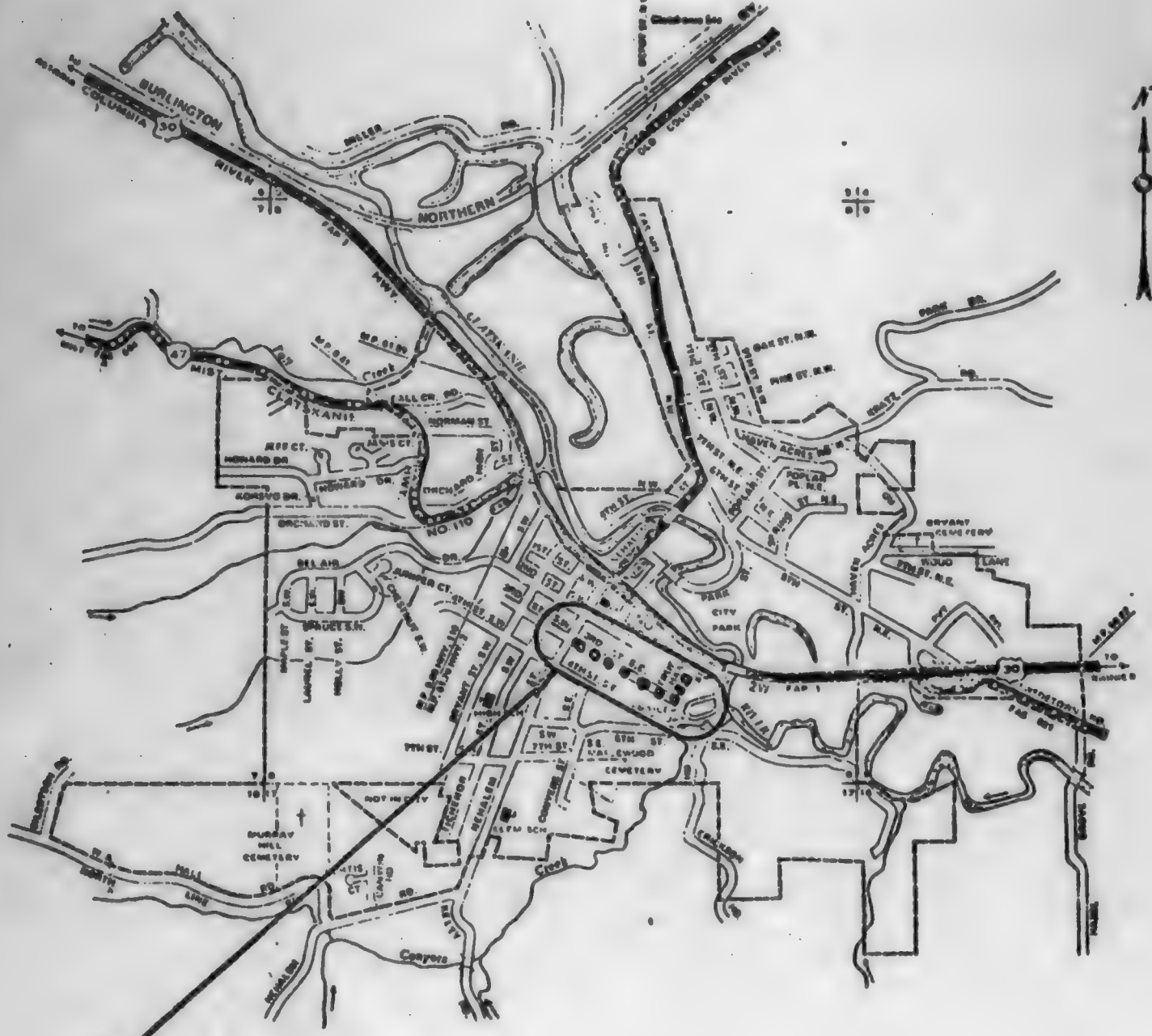
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The project would take no new right-of-way and would have no significant adverse environmental affects.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4



PROPOSED OFF-SYSTEM
PROJECT NO. SOS-0501(1)

T7N R4W W.M.

CLATSKANIE

COLUMBIA COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CITY HALL
- COURT HOUSE
- AIRPORT
- LIBRARY

Population 1,475

Revised January 1975

8603

OSR

Mr. D. E. Swan
Federal Aid Engineer

January 3, 1977

Robert H. Prange
Local Projects Manager

Off-System Project SOS-0501( )
City of Clatskanie

Attached are summaries and a project request for an Off-System project on S. E. 3rd and Truehaak Streets in the City of Clatskanie. The Transportation Commission approved the project at the July 30, 1975 meeting.

This project will be limited to a $75,000 total cost, and will be funded from 1976 Off-System funds at the 86 percent federal participation rate.

The State will perform the preliminary engineering which is estimated to cost $7,700.

The environmental assessment is being reviewed by the Region Environmentalist, and will be forwarded to the Environmental Section in the near future.

When appropriate, please submit the necessary programming for FHWA approval of the project.

RHP/GEZ:sch

Attachment

cc: L. E. George
C. T. Keasey
W. J. Hart
F. E. Terpin
J. E. Chidsey
F. W. Yarbrough
C. G. Swenson
Ben Gifford
Jim McClure

Form T-39 (Rev. 8-71)

8603

2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. 3rd Street and Truehaak Street

Date December 21, 1976

Highway City Streets

Authorization No. 1

County Columbia (City of Clatskanie)

Survey Prefix 305-1926 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of S.E. 3rd and Nehalem streets, then easterly along S.E. 3rd Street to Truehaak Street. Then northerly on Truehaak Street approximately 200 feet, to the easterly terminus. Total length 1300 feet (0.25 miles).

Purpose of survey:

To prepare plans and estimate to improve surfacing of city streets in Clatskanie by grading, paving and investigating for the construction of curbs, sidewalks and storm sewers.

OS-0501(1)

6 Year Program P3-13
Off-system funds

		Estimate of cost
Field Survey	(901)	$4,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	1,000
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,700
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy Assistant State Highway Engineer

SP*2360A-734

3-1-77
OS

MANOR C. HOLMES

188-

8003

OSR

11-3-76

RESOLUTION NO. 186

A RESOLUTION AUTHORIZING AGREEMENTS WITH THE STATE HIGHWAY DEPARTMENT TO PERFORM ENGINEERING SERVICES.

WHEREAS, the City of Clatskanie plans and proposes to construct certain street improvements to Third Street Southeast and Truehaak Street, and

WHEREAS, the Common Council has determined that the city does not have the necessary personnel to perform the required engineering design work and provide the necessary engineering support services during the construction, and

WHEREAS, the Highway Department of the State of Oregon has offered to provide the said engineering services to the city to perform the required work

NOW, THEREFORE, BE IT RESOLVED

That the Common Council hereby authorizes and directs the Mayor and/or the City Administrator to enter into such agreements as required by the Off-System Roads Program of the Federal Highway Administration and the Highway Department of the State of Oregon to secure said services.

Adopted by the Common Council this 3rd day of November, 1976.

Approved by the Mayor this 3rd day of November, 1976.

/s/ George E. Long
Mayor

ATTEST: [signature]
City Administrator

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 18 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

ME PE PR1 PR2 DE
O.S.H.D. - METRO
FEB 17 1977
OE
FILE J/A

8603

OSR

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR. 97213

October 19, 1976

FILE: PRO 4

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: OSR Project
Third Street
Clatskanie

TO: GEORGE HOPKINS
Local Government Programs Engineer

Here is a letter from Milt Sherman, City Administrator in Clatskanie, requesting that the Highway Division perform preliminary engineering on the city's OSR project. The city has been struggling for months, attempting to put together a project with the assistance of a consultant and upon learning that the Highway Division might possibly perform PE on projects such as this, has requested that we do so. I'm enclosing with this memo all the copies of a construction-finance agreement which have been signed by the city on September 1 and which would no longer be applicable if the Highway Division performs PE. If the proposed arrangement is acceptable, the earlier agreements should be destroyed, and I am advising Clatskanie that this will be done.

Locating Engineer Rob Cameron will go over the project on the ground with Milt Sherman and provide him with a preliminary estimate of engineering costs. The project environmental assessment submitted by the city is being held here for review by Environmentalist Craig Markham and will be submitted directly to the Environmental Unit.

ldo

Attachment

cc: Ed Hardt

RECEIVED
COUNTY & CITY SECTION
OCT 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
OCT 20 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

CITY OF CLATSKANIE

P. O. Box 9

CLATSKANIE, OREGON 97016

October 15, 1976

RECEIVED
COUNTY & CITY SECTION
OCT 21 1976
☐ ENGR. ☐ GOOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. Jon Rose
Highway Division
3821 NE Glisan St.
Portland, Oregon 97213

Dear Jon;

Subsequent to our Portland meeting I have discussed the status of our proposed off-system project with the Council. They concurred in my recommendation to proceed with the Highway Division doing the engineering and inspection for the city if a satisfactory termination could be reached with our consultant. I have had discussions with Mr. Gaskill, our consultant, and he has graciously agreed to terminate our agreements. Accofdingly, please provide us with an estimate of the costs for the Highway Division to assume these tasks, keeping in mind that we plan a less than "standard" approach to the project. I believe you have the project description and other necessary papers.

I will be on vacation until November 2 and will contact you on my return. In light of a letter received today, I am confused as thothe cost-sharing ratio to be employed.

Very truly yours,

Milton Sherman
City Administrator

AE T2 PR1 PR2 DE
O.S.H.D. - METRO
OCT 1976
OE FILE T/A

8603

505R

Hopkins

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

August 20, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Milton Sherman
City Administrator
Clatskanie
P.O. Box 9
Clatskanie, OR 97016

Re: OFF SYSTEM ROAD PROJECT
South City Limits to
Truehaak St. Section
Nehalem St. & Third St.
City of Clatskanie

Milt:

You asked about the participating ratio on the off system road projects and I have been advised that Highway Division policy considers those projects which have not progressed to the point where there are now signed agreements to be governed by the new guidelines. Since no signed agreement exists on the Clatskanie project, it will be subject to the $75,000 limitation and will be eligible for 86 percent federal participation. All applicants have 60 days in which to return signed copies of the City-State agreement along with a 14 percent advance deposit to cover preliminary engineering.

I believe you have draft copies of an agreement, but if it has not already been signed, you might wish to use the attached copies. You will note that the agreement calls for preliminary engineering to be done by the City, either by itself or using the services of a consultant, and I assume that this is your wish.

3rd Nehalem St. to Truehaak St.
Southerly portion of Truehaak

RECEIVED
COUNTY & CITY SECTION
AUG 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

PROJECT MANAGEMENT
AUG 23 76
REFER TO:
FOR
Note | Investigate | R/D | Action | File | Letter | See me

Form 81-734-3122

We are aware that the City has had problems in funding the local match, but to be fair to other applicants, we must either proceed or cancel the project. I believe you already have a copy but I am enclosing a set of procedural guidelines for this off system road program. If we can answer questions, don't hesitate to call this office.

Very truly yours

Jon Rose

Jon Rose
Region Federal Aid Engineer

Attachment

bc: George Hopkins ——

8603

August 19, 1976

Jon Rose
Region 1 Federal Aid Engineer

Robert W. Prange
Rural Engineer

Off-System Project
S. City Limits-6th Street or Nehalem Street
Nehalem Street-Haak Street on Third Street
City of Clatskanie
SOS-0501(1)

Three copies of the combined P.E., Construction-Finance agreement are attached.

Would you please forward these copies to the City for their concurrance and signatures. Then return them for ODOT Commission approval. A fully executed copy will then be sent to the City.

To be fair with other applicants the City must return these signed copies within 60 days along with the 14% advance deposit for the P.E.

Would you also inform the City that this project will now be considered a 1977 project and will be limited to a project cost of $75,000.

HR:dp

☐ ENGR. ☐ ASST. ☑ OE ☐
☑ UPE ☑ CE ☑ RE ☐ RPE

8603

OSR
Clatskanie

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

August 2, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
AUG - 4 1976
☐ ENGR. ☐ GWOR. ☑ CE ☐ AE ☐ BE
☑ OPE ☒ CE ☐ BE ☐ RPE ☐

Milton Sherman
City Administrator
City of Clatskanie
Clatskanie, OR 97016

Re: Agreement Forms
Off-system Road Project
City of Clatskanie
File PRO-4

Milt:

Here are two copies each of agreement forms which can be used on the City's off-system road project. You will notice there are two versions of the construction finance agreement; one form would be used if the City were to perform engineering with its own forces and the other where the engineering is to be performed through the services of a consultant. The remaining form is to be used for an agreement between the City and its consultant. This form also has attached an "Exhibit A" which is a sample which may be used as a guide in documenting the consultant's work program. We hope these forms will provide some assistance in getting together the necessary agreements.

In searching our files I don't find any information on the process which the City used in selecting its consultant. It is critical that Federal requirements for consultant selection be followed and that the steps taken be documented. I'm including a section from the Federal Aid Highway Program Manual that describes in some detail the required steps. If after looking this over you have any questions, give us a call at this office.

Sincerely,

Jon Rose

Jon Rose
Region Federal Aid Engineer

PROJECT MANAGEMENT
AUG - 3 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me
Form 21-734-3122

Attachments
bc George Hopkins

8603

OSR
Clatskanie

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

March 12, 1976

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Mr. Milton Sherman
City Administrator
Clatskanie, OR 97016

Re: Off-System Road Project
Clatskanie

Dear Mr. Sherman:

Several weeks ago you indicated that the City of Clatskanie was experiencing some difficulty in providing the local matching money for the proposed Off-System Road project. In this connection I understood that the City was considering employing a consulting engineer whose low overhead expenses might allow economy in performing the necessary work. Selecting a new consultant and obtaining approval of an agreement between the City and that consultant can be a rather involved and time-consuming process, and since we have heard of no decision in the matter, the Highway Division is concerned and would like to offer any assistance we may in helping to resolve this. We want to give you every opportunity to take advantage of this program but if funding problems or other considerations are going to make this project impractical for the City we should, in all fairness to other jurisdictions throughout the state, withdraw Clatskanie's application and offer the funds to one of the waiting applicants who is able to provide the match and to expedite a project to completion.

Would you explain our concern to the City Council and advise this office if a decision can be reached. We would like to know as soon as possible, and if definite progress is not evident by April 9th, we must assume that the City of Clatskanie has withdrawn and we will proceed to offer the available funds to another waiting agency.

If there is any way in which we may help, please don't hesitate to call this office.

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COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☐ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Very truly yours,

Jon Rose
Region Federal Aid Engineer

JR/lms

bc: Don Harwell ← THIS COPY FOR
Bill Geibel

Form 81-734-3122

8603

OSR
Clatskanie
etc

MEMORANDUM TO THE FILES

DATE: January 21, 1976

D. N. Harwell

FROM: D. N. Harwell
County-City Engineer

RE: Off-System Project
3rd Street and Nehalem Street
City of Clatskanie

OSR

On January 21 I met with the City of Clatskanie who has submitted a project which has been approved as an Off-System Roads project for improvement of 3rd Street between Nehalem and Truehaak Avenue, and on Nehalem Street between the south city limits northerly as far as the allocation would take them. Their proposed estimate of cost at this time is $100,000. The City of Clatskanie is prepared to match that amount with some $22,000, which they currently have $5,000 on hand and would have to take a short-term loan of some $17,000, which would be repaid by the normal future gas tax allocations, and not by utilization of Senate Bill 448. They do not desire to use this method. The basis for this meeting with the City Administrator, Mr. Milton Sherman, was the agreement and particulars of the project subsequent to the Commission approval has been in the city's hands for some interim period of time, and we feel that the time is critical due to the additional requests that have subsequently been submitted from other entities of government, with no further funding available until some of those approved projects have fallen off by some means. I impressed on Mr. Milton Sherman that the agreement, environmental assessment, city/state/consultant agreement, should be returned as early as possible to the state so that we may proceed to get the necessary further approvals to continue this project in a timely manner. Mr. Sherman indicated that they were not at this time entirely sure whether they were going to keep their existing consulting engineer, Whitely-Jacobson. They, at this time, have taken a cursory review and discussion with Columbia West, which is a construction company who retains an engineer full time. I told Mr. Sherman he should immediately submit a resume of that company, if he should desire Whitely-Jacobson, and at least one other, whereas we may justify that they have taken the proper steps in acquiring or obtaining an engineer qualified to undertake the preliminary and/or construction phases of this project. He said he would hope to do this within the next two to three weeks. I would heartily suggest Mr. Jon Rose keep on top of this particular project, and if nothing is consummated by mid-February, perhaps a letter to them indicating they have until some early date, perhaps a month therefrom, to submit any proposals or the project will be withdrawn and the money will be apportioned to another qualified applicant. I did not mention this to Mr. Sherman; it's only a suggestion and I put it in this memo for review and consideration.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

School Bus Turn-out

Another concern relative to the City of Clatskanie is that of the intersection at Orchard Street at ORE 47. This is approximately some 500 feet westerly of US 30 and I understand has been discussed with Mr. Jon Rose previously. The concern is that this intersection is extremely hazardous as to the angle of access to ORE 47. Mr. Sherman would like to know if the state in fact owns excess right-of-way in that area, and if so, could it be utilized to form some sort of a bus shelter or wider turn-out for stopping of a school bus. This should be reviewed by the Region.

Signing

Third matter of concern was that at the intersection of Nehalem Street and US 30, which is a major intersection in downtown Clatskanie. This is controlled by a signal light, with raised median, and their major concern is those signs in the intersection indicating "NO U-TURN". These are extremely small signs, practically invisible. They would like to see enlarged, more legible, new signs. This should be reivewed by Region personnel.

Signal

Fourth matter should be that of a possibility of installation of a preempt fire signal at the intersection of US 30 and Truehaak Road. This is in the vicinity of a drive-in restaurant, serves the fire hall access, and a number of new businesses, and is also at the extreme southeasterly end of the proposed Off-System project. They would like to know if there are any funds available, or could any funds become available, to put some sort of signal at this intersection for safety purposes. They would be glad to entertain the thought for sharing of dollars, work, etc. Again, this should be reviewed by Region and replies to these requests directly to the City of Clatskanie.

DNH:sch

cc: Ed Hardt--Please take necessary action.

8603

OSR
City of Clatskanie

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 13, 1975

FROM: JON ROSE
Regional Federal Aid Engineer

SUBJECT: Clatskanie OSR Project

TO: GEORGE HOPKINS
Project Development Engineer

This morning I telephoned Milt Sherman, City Administrator for the City of Clatskanie to be certain that the delay in getting data on the Clatskanie OSR project was not a result of some oversight on my part. He tells me that the consultant agreement has been prepared by Whiteley-Jacobsen & Associates and presumably accepted by the City Council on the second try. The construction agreement has been completed but now the Council has tabled the project until the next Council meeting. Financing seems to be the problem.

The City had hoped to received SCA funds to be used as the local match, and while Mr. Sherman was prepared for the failure of that source, the Council is reluctant to face the reality that other money must be secured to provide the $22,000 local share for the OSR project. I suppose we should wait until after the next Council meeting before deciding what our next move should be.

JR/b

RECEIVED
COUNTY & CITY SECTION
NOV 14 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. COOR.		
STAFF ENGR.		
COUNTY CITY	NOV 14 1975	
FEDERAL AID		
HISTORY-NEPA		
R/W ENGINEER		
COOR. SCHEDULE		
REMARKS:		

8603

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Off-System Roads Projects

AGENDA
JUL 3 0 1975
4g

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

Omit

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

Omit

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ 3,104,800 of which ~~$2,646,384~~ 2,421,744 will be federal costs and ~~$746,416~~ 683,056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

CITY OF CLATSKANIE
Proposed OSR Project

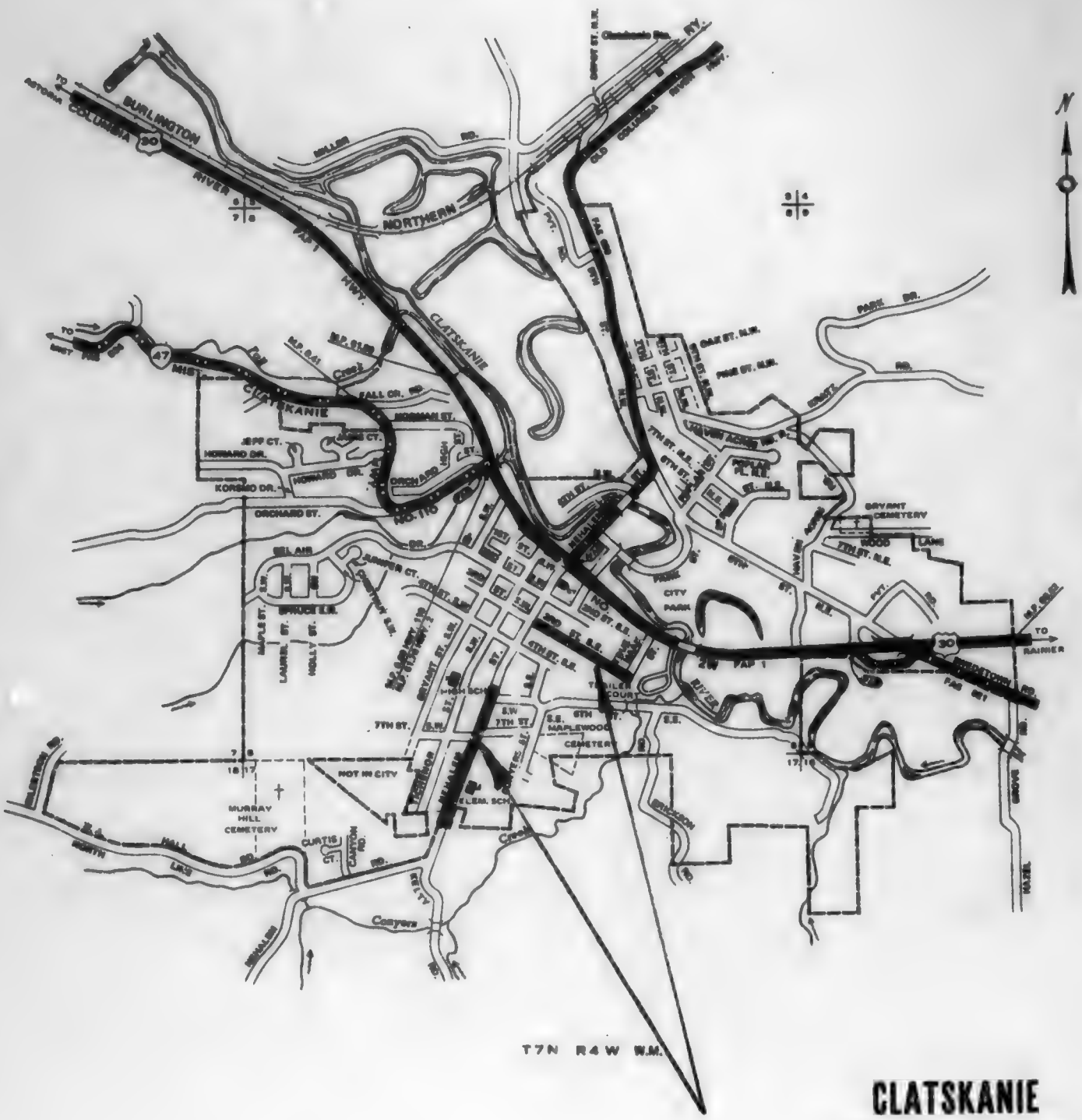
Project No. OS-0501(1)
Nehalem Street, S. City Limits to 6th Street
3rd Street, S. E., Truehaak Street to Nehalem Street Sections
Grade, Drain, Base, Pave, Curbs and Sidewalks
$100,000

Grade, drain, base and pave the subject sections. Different widths on 3rd Street (36 feet between curbs) and Nehalem Street (40 feet between curbs). Also install 5-foot sidewalks behind and adjacent to the curb on each side. No additional right-of-way is needed. Utilities are involved. State is to make survey, plans and award the contract.

NOTE: PROJECT IS DEPENDENT UPON THE APPROVAL OF A SPECIAL CITY ALLOTMENT PROJECT.

75-a
7/17/75

Nehalem St. and 3rd St. Sections
Off System Roads Project



CLATSKANIE

COLUMBIA COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

POST OFFICE		PUBLIC BLDG.	
SCHOOL	CY	CITY HALL	
CITY CENTER	CT	COURT HOUSE	
R.R. DEPOT	A	ARMORY	
CITY LIMITS	L	LIBRARY	

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,675

Scale in Feet

Revised January 1975

8603

Off-System
& or SCA
Clatskanie

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 , Milwaukie

June 25, 1975

FILE: PRO 6

FROM: JON ROSE
Regional Federal Aid Engineer

TO: G. M. HOPKINS
Program Development Engineer

SUBJECT: Off-System Road Project
Clatskanie

The City of Clatskanie has sent a request for an improvement on two City streets (3rd Street S.E. and Nehalem Street) to be funded under the Federal Aid Off-System Road program. The request indicates that the City would like to use SCA funds for the local match.

Blank forms for the City's use in preparing draft Environmental Assessment have been sent to Mr. Sherman, and when the completed draft is received, we will forward it for processing. Please review the attached request and if appropriate forward it for further processing and approval to the extent possible pending receipt of the Environmental Assessment.

JR/b
att

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COUNTY & CITY SECTION
JUN 27 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION
JUN 26 1975

ROUTING	ACTION	INFO
[illegible]		
[illegible]		
COUNTY-CITY		
FEDERAL AID		
[illegible]		
[illegible]		
[illegible]		

REMARKS:

CITY OF CLATSKANIE

P. O. Box 9

CLATSKANIE, OREGON 97016

June 23, 1975

Mr. E. Hardt
Regional Engineer
Oregon State Highway Department
Milwaukie, Oregon

Dear Mr. Hardt:

Enclosed are project data sheets and a map of the city which comprise our request for project approval under the off-system federal grant program. Where the word "county" appears, please substitute the word "city". Our notation "N/A" means Not Applicable.

I thought a word about the importance to us of this project might be appropriate. Fire protection is provided the city and the surrounding area by the Clatskanie Rural Fire District. Their new station is located at the intersection of Third and Truehaak Streets, on the northwest corner. Third Street is presently a gravelled street and is the main ingress to the station for the volunteers responding to an alarm, and the main egress for equipment leaving for the south portion of town or the outlying southern areas. Nehalem is our main (and only) north-south street linking the northern and southern residential areas with the downtown business area.

Please advise me if we can assist you in getting the project approved in any way.

Very truly yours,

Milton Sherman
City Administrator

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COUNTY & CITY SECTION
JUN 27 1975
☐ ENGR. ☐ CGOR. ☐ GE ☐ AE ☐ UE
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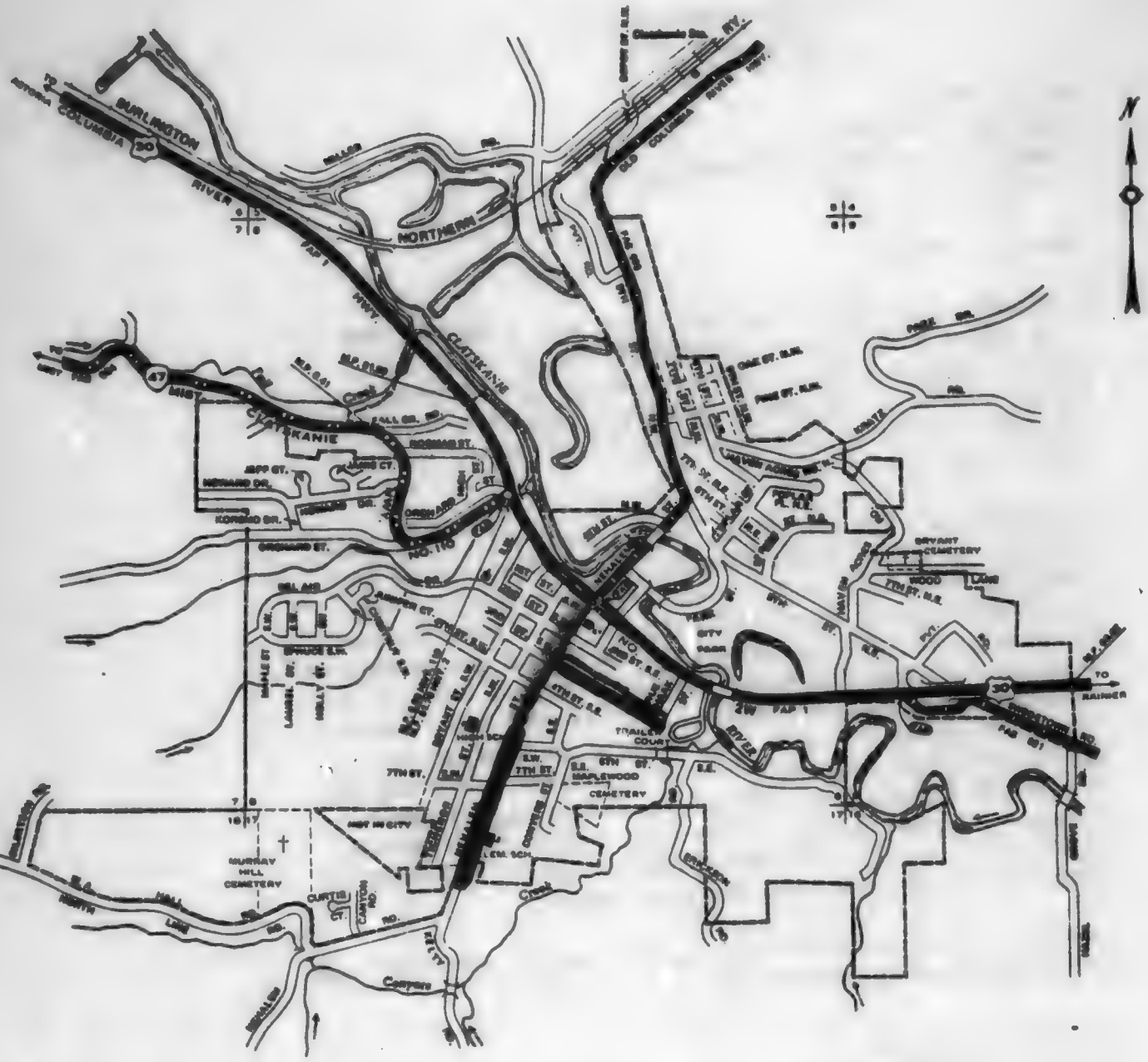

CONNECTED PROJECTS UNDER STATE "SIX MILE CURVES" PROGRAM

PROPOSED PROJECT

CLATSKANIE

COLUMBIA COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
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- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- PUBLIC BLDG
- SCHOOL
- CITY HALL (CY)
- CITY CENTER
- COURT HOUSE (CT)
- R.R. DEPOT
- ARMORY (A)
- CITY LIMITS
- LIBRARY (L)

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 1,475

Scale in Feet

Revised January 1975

8603

Rev. 6/6/75

Project # SOS-0501(1)

CITY
~~COUNTY~~ ROAD ~~FAS~~ PROJECT REQUEST

City
Name of ~~COUNTY~~ Clatskanie FAS No. N/A Date June 23, 1975
County Road Name Third Street S.E.; South Nehalem Street
Section Name N/A
Type of Project Paving Nehalem St from South City Limits North
Location of Project (Attach sketch map) Third Street between Nehalem and Truehaak St;
ADT 300-3rd St; 2000-Nehalem (Estimate) Design Speed 30 mph (speed limit)

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 20', 3rd St.; 24', Nehalem St.

2. Shoulders: Type AC
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 8' Total Top Width 36' - 3rd St.
40' - Nehalem St.

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract X*

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X*
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No X

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X*

9. Curbs:
Curbs Required? Yes X No ____
Type Desired State Standard Type C; Some curbing exists.
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 36' - 3rd St; 40' - Nehalem St.

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☐ DPE ☐ CE ☐ RE ☐ RPE ☐

25. Will detour be constructed and maintained by County? Yes_____ No_____ N/A

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____ N/A

27. Will County sign project outside work area during construction? Yes_____ No X

28. Will Contractor sign project outside work area during construction? Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes X No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain Project will tie-in with City-requested state-funded "small cities" program.

* Remarks re Section I: Third Street has been rocked, graded and rough shaped, we believe borings will show adequate base course. Minimal clearing will be required on Nehalem. Sidewalks will be required on both sides of Third St., but perhaps only on one side of Nehalem St.

II. BRIDGE PROJECT DATA Not Applicable.

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____Roadway Width_____Type_____
b. Dimensions of existing approaches. Type_____Width_____Shoulders_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

6. Desired width of proposed bridge_____Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes X No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ Five ft.
What type of surface treatment is desired PCC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes X No_____
What type of separation from roadway will be used? Type C Curb
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes X* No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____ N/A
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____ N/A

14. Will County adjust structure to additional width? Yes_____ No_____ N/A

15. Will adjusted width be standard? Yes_____ No_____ N/A
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____ N/A

17. Does County wish sight posts installed? Yes_____ No_____ N/A

18. Does County wish State to permanently stripe project? Yes_____ No_____ N/A

19. Will County do striping? Yes_____ No_____ N/A

20. Does County wish guardrail installed? Yes_____ No_____ N/A
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No X
By rock blanket Yes_____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X(3rd) No X(Nehalem)

23. Can through traffic be detoured? Yes X(3rd) No X(Nehalem)

24. Must new detour be constructed? Yes_____ No X

7. Are sidewalks desired? Yes_____ No_____
   Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   _____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
   Explain_____
   _____
   _____

10. Foundation Testing: By County? Yes_____ No_____
    By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
    By Contractor? Yes_____ No_____
    Traveled surface: Type_____ Width_____
    Shoulder surface: Type_____ Width_____
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

    N.W. quadrant distance from structure_____
    N.E. quadrant distance from structure_____
    S.W. quadrant distance from structure_____
    S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No _____

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: Complete survey data generally available on Nehalem St.; other data is limited.

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60'(Neh.) Minimum 50'(3rd)

2. Is any additional right of way needed? Yes_____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No_____ N/A

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No_____ N/A

5. Should State prepare options? Yes_____ No_____ N/A

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____ N/A

7. Is there any merchantable timber on right of way? Yes_____ No_____ N/A

8. Will timber be reserved for owner? Yes_____ No_____ N/A
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____ N/A

10. Is a hearing necessary? Yes_____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No X
If yes, give type and name of utility company:_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No_____
If yes, give type and name of utility company: Water & Sewer; City; Electric, Clatskanie PUD; Phone, General Tel.; Gas, NW Natural Gas Co.

13. Are utilities on existing right of way by permit_____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16 through 25 not applicable

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No _____

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes X No _____
By County? Yes X No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No _____
By County? Yes _____ No _____
By State at County expense? Yes X No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No _____ N/A

29. Will P.U.C. application be made by State _____ or County _____? N/A
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X

Remarks re Section IV: Electric and telephone utilities underground on majority of Third Street; overhead on Nehalem Street.

V. MATERIAL SOURCES DATA SEE REMARKS

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V: Several local sources of rock and gravel exist within a few miles of the city.

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000
2. Available Federal Funds $ 78,000
3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount Unknown; to be determined.
4. Date match money is available April, 1976 (Estimate)
5. Will there be any 100% County money? Yes_____ No X*
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: May, 1976

Remarks re Section VI: Preliminary plans are to finance the project using $25,000 of State Highway Department funds under the 1976 "Small Cities" program. Alternate city funding might possibly be made available.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Administrator; City Hall Office
2.	Environmental	City Administrator; City Hall Office
3.	Public Hearing	City Administrator; City Hall Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the ~~County~~ city.

This application is not complete without an attached exhibit showing location of project.

By George E. Lantz
~~County Judge or City~~ Mayor

By Bessie Hamlet
~~County Commissioner~~
President of the Common Council

By _____
~~County Commissioner~~

By Milton Shuman
~~County Engineer or Commissioner~~
City Administrator

~~County~~ CITY OF CLATSKANIE

Date June 23, 1975

.8604 Bullards Beach State Park 1977
north of Bandon
(Sewage facilities)

8604

June 14, 1978

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8604 awarded to Laskey-Clifton Corporation for sewage facilities in Bullards Beach State Park in Coos County was completed on April 6, 1978, and accepted by the State Highway Engineer on June 6, 1978.

Final payment in the amount of $1,842.23 will be released to the contractor after June 19, 1978. The total contract amount is $31,809.36 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Laskey-Clifton Corporation
Laskey Road
Reedsport, OR 97467

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8604

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bullards Beach State Park		WEEK ENDING: April 29, 1978
		SECTION PREFIX: 906-2705
HIGHWAY: State Park		COUNTY: Coos
NAME OF JOB: Bullards Beach State Park	KIND OF WORK: Sewage Facilities	
CONTRACTOR: Laskey-Clifton Corp.	CONTRACT NUMBER: 8604	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: October 3, 1977	DATE WORK STARTED: December 23, 1977	ESTIMATED COMPLETION DATE: April 6, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $35,435.34	SPECIFIED COMPLETION DATE: April 30, 1978	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $32,341.55	ENGINEERING AUTHORIZATION: $3,094.79	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $31,909.56	This Week 867.00 ENGINEERING COST TO DATE: $4,950.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.3%	PERCENT OF AUTHORIZATION 160%	DATE PROJECT WAS COMPLETED: April 6, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Building	Sewage System
100						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Showers			
MONDAY 24	Showers			
TUESDAY 25	Fair			
WEDNESDAY 26	Fair			
THURSDAY 27	Fair			
FRIDAY 28	Showers			
SATURDAY 29				

RECEIVED
MAY 1 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	
MONDAY 24	
TUESDAY 25	
WEDNESDAY 26	
THURSDAY 27	
FRIDAY 28	
SATURDAY 29	

REMARKS

The Semi-Final for this job is being submitted Friday, 4-28-78. This is the Final Weekly Report.

SIGNED H. D. Morrison LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8GRT

2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P. O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for FA Funds
State Admin. Dist. No. 7
Section: Bullards Beach State Park
Highway: Bandon
County: Coos

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.
If additional information is desired, please contact Larry Jacobson, phone 378-6289.

BLG:bb
Attachments

cc: H. S. Coulter
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: A. Shirley
District Engineer: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

Per Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Oregon State Highway Division [45]	46] DIVISION: Parks and Recreation [79]				
03	12] APPLICANT ADDRESS STREET: 525 Trade St. S.E [45]	46] CITY: Salem [60]	76] ZIP: 97310 [80]			
04	12] CONTACT PERSON: Larry Jacobson [45]	46] AREA CODE: 503 [48]	49] PHONE: 378 [55]	56] EXTENSION: 6289 [59]		
01	12] PROJECT TITLE: Bullards Beach State Park Sewer Sys. [71]					
11	12] PROJECT LOCATION—CITY: Bandon	PROJECT LOCATION—COUNTY: Coos	PROJECT LOCATION: SEC: 6, 7, 18 T: 28 S R: 14 W [79]			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71]					
06	12] This project will replace the existing sewage treatment plant and outfall in the [71]					
07	12] Coquille River. A pumping system will be installed to pump the sewage west of [71]					
08	12] the existing camp for further treatment. [71]					
09	12] [71]					
10	12] This is a State Parks Project.					

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$175,000					$175,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71
14	12] FEDERAL PROGRAM TITLE: Public Works Employment Act - Title I	
15	12] FEDERAL AGENCY NAME: U.S. Department of Commerce [45	46] FEDERAL SUB-AGENCY NAME: Economic Dev. Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [ ] 29 No [X] 30 Date: _____	Yes [X] 31 No [ ] 32	Yes [X] 33 No [ ] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH	43] DAY	45] YEAR
	October [42]	25 [44]	1976 [46]

ADDITIONAL INFORMATION--ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P.L. 94-369 Pub. Works Emp. Act

V. Has funding agency been notified? No ☐ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

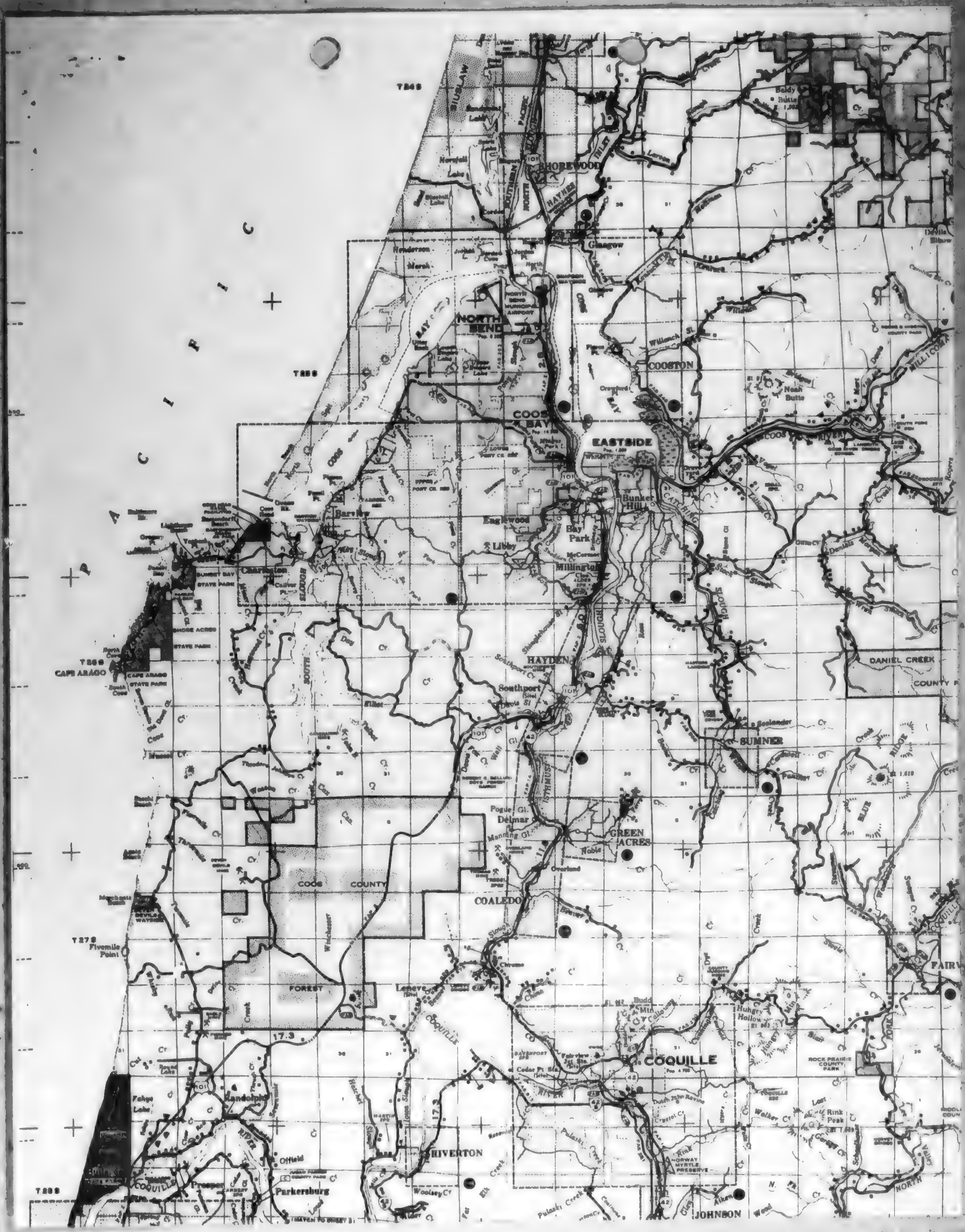
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


PACIFIC
SHOREWOOD
NORTH BEND
COOSTON
COOS BAY
EASTSIDE
Barview
Charleston
Eastwood
Bay Park
Libby
Millington
HAYDEN
Southport
SUMNER
DANIEL CREEK
GREEN ACRES
COOS COUNTY
COALEDO
FOREST
COQUILLE
RIVERTON
Randolph
Offield
Parkersburg
JOHNSON
CAPE ARAGO
Fivemile Point
Pahoe Lake
Bunker Hill
Noah Butte
Rink Peak
Hungry Hollow
Budd Mtn.
Delmar
Pogue Gl.
Manning Gl.
Noble
Isthmus
Slough
Coos River
Coquille River
Millicoma River
Daniel Creek
Rock Prairie County Park
Norway Myrtle Preserve
T28S
T27S
17.3

. 8605 "A" Canal Bridge (Klamath 1977
Falls) Sec. of FAU Rt. 2301 (Was
St.) (Grade, pave & structure)

C+A 5994 9-6-77

Contract Profit 18-82304

AD 391

Ad Dept for PE $1,750.
" " Const 37,500

P.E. Dept Profit 318-1038

Const Dept Profit 318-1038

8605

Form FHWA 121 (6/78)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Final Voucher Payment

Date: June 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/120.3

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

Contract	Project			Name
ROW	34-2519	U 183(17)	$ 0.00	Hillsboro-Beaverton (Bye Tunnel)
8442	630-1036	I 80N-6(62)	0.00	Pendleton Safety Rest Area
8576	626-1036	I 205-7(53)	0.00	NE Prescott St. Overpass
PE	113-1997	RS 170(1)	0.00	Lake Co.-Sprs.-Nevada-Klamath
[illegible]	[illegible]	RS A464(1)	0.00	[illegible]
[illegible]	[illegible]	RS A522(1)	0.00	[illegible]
8511	106-1045 & 106-1914	BRF-F 50(1)	0.00	Fort Rock Comb.-Prineville Comb. Canal
8605	318-1038	BRM 2301(2)	0.00	"A" Canal Br. (NO name Hill Rd.) Sprs.
	24-1021 & 24-1905	TQF 26(4)	0.00	Browning Ave. SE-Hillsboro Rest E.
8660	20-1006	TQM 1049(2)	0.00	7th Ave. West of Monroe Ave. (Eugene)
	37-1041 & 37-1993	RRP 000S(8)	0.00	Region 4 RR Signing Project
	37-1992 & 37-1051	RRP 000S(9)	0.00	Region 5 RR Signing Project #1
	22-1924 & 22-1059	RRP 196(29)	0.00	SPRR Xing Gard N Main St.
CFO	322-1093 & 422-1003	PMS 000S(2)	0.00	Linn Co. Pavement Marking Proj.
	516-1046	PMS 000S(14)	0.00	Jefferson Co. Pavement Marking Demo.
CFO	415-1008	PMS 000S(25)	0.00	Central Point Pavement Marking Demon.
	324-1002	PMS 000S(26)	0.00	Wood Lawn Pavement Marking Demo
	529-1079	PMS 000S(36)	0.00	Tillamook Pavement Marking Demo
	336-1073	PMS 000S(51)	0.00	Carlton Pavement Marking Demo.
8600	326-1043 & 326-1930	PMS 000S(53)	0.00	Portland Pavement Marking Project #2
8581	310-1073 & 310-1963	PMS 000S(55)	0.00	Roseburg Pavement Marking Project
SFO	9-1099 & 9-1974	HHS 4-2(3)	0.00	Third St. (Renovate) Bend-Sale.
SFO	320-1087 & 320-1979	SRS 000S(81)	0.00	Lowell (Walk-Bikeway) Project
	306-1919, 406-1001, 6-1041	SRS 000S(89)	0.00	Powers Signing Project
	237-1042 & 37-1985	SRS 000S(98)	0.00	Region 4 RR Signing Project #2
	237-1052 & 37-1990	SRS 000S(99)	0.00	Region 5 RR Signing Project #2
	202-1950 & 202-1072	RRO 000S(22)	0.00	SPRR Sign at Eugene

for Tony Burnom
G. L. Green

RECEIVED
JUN 25 1980
HIGHWAY ACCOUNTING

6-25 ovig C

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
A Board
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8605

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-6-80	CC 2049	

CREDIT DISTRIBUTION: 318-1038-295

BILL TO: Code:

City of Klamath Falls

City Hall

Klamath Falls, Oregon 97601

Attn: City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Special Bridge Replacement BRM 2301 (1) & (2) "A" Canal Br. (Klamath Falls) Klamath County Covered by Agreement No. 5994			
TOTAL COST: Preliminary Engineering			$ 8,111.74
Construction			170,528.22
Less Federal Funds Collected			133,755.69
City's Share			44,884.27
City's Advance Deposit			45,650.00
REFUND DUE CITY			$ 765.73

Advance Deposit Amount	$ 45,650.00
Advance Deposit Previously Transferred to Highway Fund	$ 36,150.00
Balance	$ 9,500.00
Transfer to Highway Fund	$ 8,734.27
Refund Due	$ 765.73
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1765

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

8605

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

5-15-80

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 9-1-77
TO 1-15-80

☐ OTHER PROGRESS
2

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
DRS-2301(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$178,[illegible].22	$178,[illegible].75	75.[illegible]	$127,[illegible].57	$127,[illegible].57	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 5/15/80

PASSED FOR PAYMENT
BY V.E. Sheeg, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	"A" Canal Br. (Klamath Falls) Section Klamath County					
	Construction					
	Type Code X080 Contract #8605					
	Structure, BR #16301 (Sta. 2+17 To Sta. 4+01)					
	Final Contract Payment Summary	Lump Sum			$156,422.35	
	Construction Engineering					
	State	All Required			18,518.41	
	Liquidated Damages	Lump Sum			(4,700.00)	
	Total Participating Construction Engineering				$ 13,818.41	
	Total Participating Costs				$170,240.76	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			81.72	
	Construction Engineering-State	All Required			205.74	
	Total Nonparticipating Items				$ 287.46	
	TOTAL PROJECT COSTS				$170,528.22	
	Prepared basde on Participating Costs as shown on the Federal Billing as of 4/24/80.					

AMOUNT CARRIED FORWARD...

GPO 944 892

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
R CEDAR BR-K FALLS, MAIN ST CONT NO 8605 & FA PROJ NOS BRM 301002 100								
318 1038	201	00	P 1				STATE	
318 1038	203	00	P 1			156,422.35	78	78
318 1038	206	00	N 1			4,700.00CR	78	78
318 1038	295	00	N 9			81.72	78	78
318 1038	296	00	N 9	15.75CR	24.88CR	39,900.00	78	78
318 1038	298	00	N 9	15.75	24.88	162,580.57CR	77	80
318 1038	900	00	P 1		33.17	127,680.57	77	80
318 1038	900	00	N 1			18,026.39	77	80
318 1038	950	00	P 1			205.74	77	78
	TOT	P1				492.02	78	78
	TOT	N1			33.17	170,240.76		
	** JOB TOTALS **			**	33.17 **	287.46		
						170,528.22 **		
6TH-E SIDE BYPASS(KLAMATH F CONT NO 8764 FA PROJ NOS M 298003 100								
318 10N2	201	00	P 1	5,028.00	345,226.85	969,209.65	STATE	
318 10N2	201	00	N 1		1,081.41	1,266.54	79	80
318 10N2	270	01	P 1	376.20	2,549.79	2,549.79	79	79
318 10N2	270	02	P 1			2,407.31	79	80
318 10N2	270	03	P 1		1,895.02	1,895.02	79	80
318 10N2	290	0M	N 1		208.33CR	208.33CR	80	80
318 10N2	295	00	N 9			27,830.00	78	78
318 10N2	296	00	N 9	1,458.39CR	446,103.99CR	988,979.89CR	78	80
318 10N2	297	00	N 9			32,840.00	78	78
318 10N2	298	00	N 9	1,458.39	446,103.99	928,302.82	78	80
318 10N2	900	00	P 1	501.61	28,580.82	108,759.99	78	80
318 10N2	900	00	N 1		100.35CR	1,185.52	78	79
318 10N2	920	00	P 1		29.71	89.46	78	79
318 10N2	927	00	N 1		6.09	18.90	79	79
318 10N2	950	00	P 1		193.07	2,518.47	78	79
318 10N2	960	00	P 1			133.21	78	78
318 10N2	985	00	P 1			114.89	78	78
	TOT	P1		5,905.81	378,525.26	1,088,177.79		
	TOT	N1			778.82	2,262.63		
	** JOB TOTALS **			5,905.81 **	379,304.08 **	1,090,440.42 **		
LE MEXING ALTAMONT DR CONT NO		FA PROJ NOS RRS 221002 100						
318 10N5	296	00	N 9		1,767.14CR	1,822.37CR	STATE 79	79
318 10N5	298	00	N 9		1,767.14	1,822.37	79	79
318 10N5	900	02	P 1		1,963.48	1,963.48	79	79
318 10N5	915	00	P 1			46.59	79	79
318 10N5	920	00	P 1			14.78	79	79
	** JOB TOTALS **			**	1,963.48	2,024.85		
					1,963.48 **	2,024.85 **		
ESPLANADE-SHASTA WY CONT NO 8939 FA PROJ NOS TQM 320001 43 M 298004 44 TQM 298004 1								
318 10N6	201	00	P 1		117,483.14	117,483.14	STATE 79	80

TOTAL TO DATE JOB COST SUMMARY — MAY 1988 — PAGE 143

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE DATES BEG	ACTIVE DATES END
CHOCKTOOT ST-CHILOQUIN CONT NO		FA PROJ NOS BRP 133002 100					STATE	
318	1034	205	01	P 1	4,822.00			
318	1034	263	01	P 1	1,037.92CR			
318	1034	264	02	P 1	331.03CR	2,037.00		
318	1034	270	02	N 1	1,449.20	1,449.20		
318	1034	270	03	P 1	1,927.08CR	42,119.80		
318	1034	295	00	N 9		51.00		
318	1034	296	00	N 9	119.75	43,131.25CR		
318	1034	298	00	N 9	119.75CR	43,000.25		
318	1034	900	00	P 1	1.48	1.48		
318	1034	900	00	N 1		18.97		
318	1034	915	00	P 1	16.63 433.07	711.12		
318	1034	920	00	P 1	14.07	14.07		
		TOT	P1		16.63 2,896.38CR	42,883.57		
		TOT	N1		6,271.76	1,468.67		
		** JOB TOTALS **			16.63 ** 3,425.36 **	43,352.20 **		
A CANAL BR-K FALLS. WASH ST CONT NO 8605		FA PROJ NOS BRM 301002 100					STATE	
318	1038	201	00	P 1		156,422.35		
318	1038	203	00	P 1		4,700.00CR		
318	1038	206	00	N 1		81.72		
318	1038	295	00	N 9		34,900.00		
318	1038	296	00	N 9	25.88CR	162,501.52CR		
318	1038	298	00	N 9	24.68	127,620.57		
318	1038	900	00	P 1	17.17	18,026.49		
318	1038	900	00	N 1	11.25	216.99		
318	1038	950	00	P 1		492.02	78	78
		TOT	P1		17	170,240.76		
		TOT	N1		11.25	258.71		
		** JOB TOTALS **			11.25 ** 44.42 **	170,539.47 **		
S 6TH-E SIDE BYPASS(KLAMATH F CONT NO 8764 =		FA PROJ NOS M 298003 100					STATE	
318	1042	201	00	P 1	4,748.29CR	350,478.61	364,361.41	
318	1042	201	00	N 1	2,070.05	7,151.47	7,[illegible]	
318	1042	206	00	N 1	10.52	10.52	10.52	
318	1042	263	00	N 1	25.66CR	25.66CR	25.66CR	
318	1042	270	01	P 1	670.95	3,228.74	3,[illegible]	
318	1042	270	02	P 1			2,407.[illegible]	
318	1042	270	03	P 1		1,895.02	1,[illegible]	
318	1042	290	00	N 1		208.33CR	208.33CR	
318	1042	295	00	N 9			27,830.00	
318	1042	296	00	N 9	2,910.11CR	449,014.10CR	991,[illegible]00CR	
318	1042	297	00	N 9			32,[illegible]00	
318	1042	298	00	N 9	2,910.11	449,014.10	931,220.00	
318	1042	900	00	P 1	49.46	28,630.28	108,[illegible]45	
318	1042	900	00	N 1		108.33CR	1,[illegible]32	

#8605

STATE COPY

1-10-80

*U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Klamath	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-10-80	David B. Carter, Area Engineer	BRM-2301(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-5-78	8-18-78	$\frac{227}{180} = 126$ %	180 CD

APPROVED EXTENSIONS	LOCATION
None	City of Klamath Falls, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

"A" CANAL BRIDGE SECTION
FAU 2301
Structure

This project provided for the replacement of an existing bridge across the "A" canal in the City of Klamath Falls, Oregon.

The contractor used 47 additional calendar days beyond the specified contract time to complete the work. Therefore, the contractor was assessed liquidated damages in the amount of $4,700. The daily assessment was $100.00/day.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made on July 11, 1978 and July 19, 1978.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR

1-23 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter Area Engr.		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
David B. Carter		G. K. Hossner	
TITLE: Area Engineer	DATE: 1-15-80	TITLE: Field Operations Engineer	DATE: 1-15-80

FORM FHWA-1448 B (12-73) FORMERLY PR-33F

Previous Editions of PR 335 Will Not Be Used

TOTAL TO DATE JOB COST SUMMARY — JUNE 1979 — PAGE 721

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	SF	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
88 JOB TOTALS 88				88	11 88 88	8,111 79 -88
DC & E XING @ BELMONT DR	CONT NO	FA PROJ NOS BRS 221002 100				00 STATE
					2,283 58CR	2,283 58CR
					2,283 58	2,283 58
					46 32	1,972 07
					171 73	171 73
					217 05	2,637 31
88 JOB TOTALS 88				88	217 05 88	2,637 31 88
VALLEY V BICYCLE IMPROVEMENT	CONT NO	FA PROJ NOS /// 000000				BUD 000001 100 STATE
						3,100 00
						12,736 88CR
						16,885 00
						62 46
					307 38	15,307 38
						67
						1,471 20
						93 22
						811 62
					15 00	143 10
					88	3,760 66

12-79

8605

8605

8

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 18, 1979
Bend, Oregon 97701

FILE: 8605

NOTED
H. S. COULTER

FROM: Dale D. Allen
Region Engineer

TO: E. T. Keasey
Construction

SUBJECT: Time Extension
"A" Canal Bridge
Klamath County
Contract No. 8605

Refer to previous correspondence on this second request for a time extension.

It concerns me that we are taking such a hard narrow position on this request. The issue seems to boil down to whether the material shortage (prestress piling) was beyond the control of the contractor. If it was, it would be a "bonafide" reason for an extension; on the other hand, if it was within his control it would not be a valid reason. You are saying, regardless if he could control the delivery date it is not a valid reason. The specs do not state that this is what must be done so we assume it is a "policy".

If this is the case, it seems to be 180^{o} out of phase with the guidelines we received from FHWA which states " Encourage realistic policies for granting time extensions when temporary material shortages occur and the contractor is not at fault".

The above may not be additional information but on the 2nd time extension request, we tried to document how the contractor did everything within reason to obtain the material.

Please review this request and make the appropriate reply to the contractor.

DA:mr

encl

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
APR 19 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8605

August 23, 1978

American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

On August 22, 1978, we wrote to you concerning release of final payment on Contract No. 8605 awarded to Douglas S. Coats Construction for work on the "A" Canal Bridge (Klamath Falls) Section of FAU 2301 in Klamath County.

Final payment on this contract is $7,608.49 and the total contract amount is $151,722.35. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
Dale Allen

8605

August 3, 1978

Douglas S. Coats Construction
Post Office Box 311
Bend, OR 97701

Gentlemen:

We have carefully reviewed your request for a time extension on Contract No. 8605, "A" Canal Bridge. Consideration was given for the delay in receipt of concrete piling; however, we find this to be a matter between you and the supplier. Any recourse for the delay in materials should be directed to the supplier.

Additional time is not granted. There remains the 47 days liquidated damages on the project.

Any questions concerning this time extension request may be directed to the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Dale Allen
Wayne Cobine
Robert Church
Richard Hacak

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 1, 1978

FILE: CON 5 #8605

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
"A" Canal Bridge
Klamath County
Contract No. 8605

Douglas S. Coats Construction, contractor on the subject project, requests an 80-day time extension based on the delay in delivery of concrete piling. Some pertinent dates are:

Date of award	10-11-77
Begin day count	10-22-77
Work began	11-28-77
Time expired	4-19-78
2nd Notification	6- 5-78
Excess days used	47

The contractor claims to have had a commitment from the supplier for delivery of the piling the latter part of December. Delivery dates were subsequently revised to the end of January and mid-February with actual delivery early in March. The reason stated for the delay was freezing and icy conditions disrupting scheduling. Another prestressed plant in the same area was in full operation during this time. The only limiting weather conditions were a few days of intense rainfall. No provision was made in the contract special provisions for an extension of time due to delay in receipt of materials. It appears the supplier could not meet his commitment. Any recourse should be between the contractor and his supplier.

No change in the contract time is recommended. There remains the 47 days liquidated damages.

A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: Bob Pool
Wayne Cobine
Robert Church

RECEIVED
STATE HWY ENGR
AUG - 2 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8605 Contractor Douglas S. Coats Construction

Highway FAU 2301

Section "A" Canal Bridge (Klamath Falls)

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

Recommended for Approval:

Robert Pool
Division Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

K. L. Schmoyer
for State Highway Engineer

Contract No.	8605
Project designation	BRM-2301(2) State-Federal
Date awarded	Oct. 11, 1977
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

ESP-8606-734

B-200 (Rev.)—825—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 30, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 260 days, within which to complete our Contract No. 8605, without the assessment of liquidated damages. The said contract is described as follows:
Grading, Paving & Structure - A Canal Bridge, Klamath Falls, Or

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

DOUGLAS S COATS CONSTRUCTION
Contractor

By Douglas S Coats

CONSENT OF SURETY

Date 7-5, 1978

We, American Fidelity Fire Insurance Co

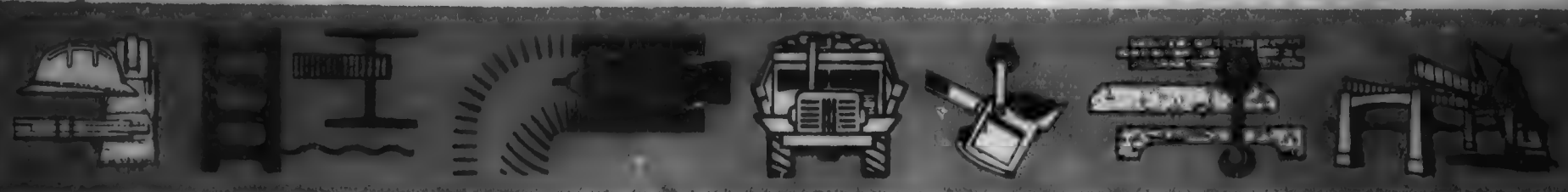
, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
DENNIS GILBERT ATTORNEY-IN-FACT (SEAL)

Resident Agent
NORTHWEST BONDING AGENCY
P. O. 1448
BEAVERTON, OREGON 97005

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

June 30, 1978

Wayne Cobine, Resident Engineer
2557 Altamont Drive
Klamath Falls, Oregon 97601

Contract # 8605
A Canal Bridge
Increase in Number of Workdays

Dear Mr. Cobine:

Refer to our previous letter regarding delay in delivery of concrete piling.

We started the job on November 28, 1977, anticipating having the piling by December 15. This would have enabled us to progress at the schedule we had planned.

When we became aware that delivery could not be met in December, we immediately tried to find another supplier. R. B. Johnson and Central Premix both are not capable of fabrication. Morse Bros. has adequate facilities, but were tied up too long to be of any help. We had no alternative but to wait for the piling from Eugene sand & Gravel.

The delay in the piling caused us to alter our schedule. We worked after the first of the year, but reduced our work force to the bare minimum in anticipation of the delivery of the piling.

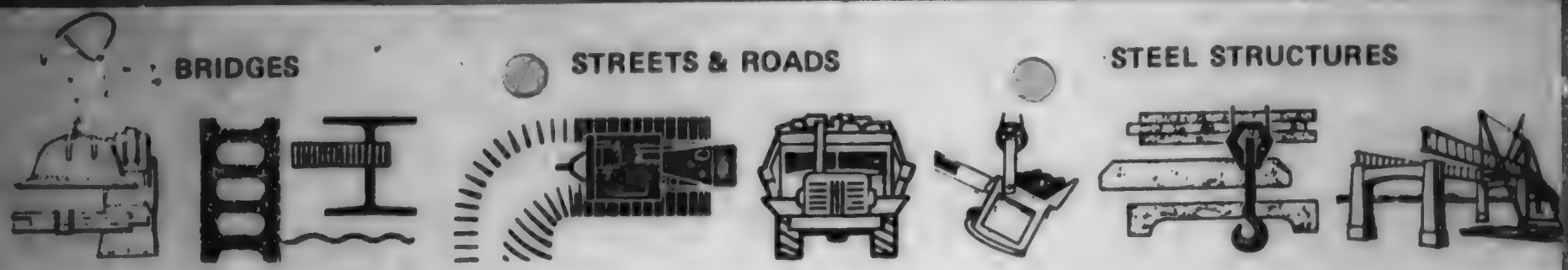
The delay in delivery was beyond our control and believe section 108.09 of the standard specifications have been met.

Our delay was from December 15 to March 6, 1978. We therefore request 80 days extension of contract time.

Sincerely,

Douglas S Coats

RECEIVED
JUL 10 1978
RES. ENGR. OFFICE
RE ☐ ARE ☐ OM ☐



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

January 19, 1978

E. J. Dunn
Resident Engineer
2557 Altamont Drive
Klamath Falls, Oregon 97601

Dear Mr. Dunn:

When determining our prestressed concrete pile supplier, we specified a delivery date for the latter part of December 1977, and was assured of delivery. Soon after the contract was awarded to us, Eugene Sand & Gravel informed us that it would be the end of January 1978, before delivery could be met.

We immediately informed your office of the delay in delivery by phone. We have since been informed by our supplier that delivery has now been put off until mid February. Frozen and icy conditions at the first of the year caused disruptions in their schedule.

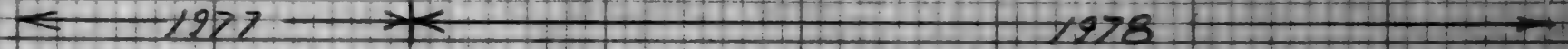
Our mounting concern is that the delivery of the piles, which is out of our contro, will put us very close to completion time. If our actual delivery date is set back further, we could very likely run over on time.

This letter is not intended as a request for a time extension, but to let you be aware of our schuduling difficulties. We may pursue this matter further depending on the final outcome.

Sincerely,

Douglas S Coats

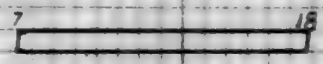
WORK - TIME RECORD
"A" CANAL BRIDGE
FAU-2301



Calendar Days:

Bridge Removal:

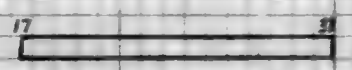
Bents 1 & 4 Footings, Walls & Caps:



Bents 2 & 3 Piling & Caps:

Deck Slabs:

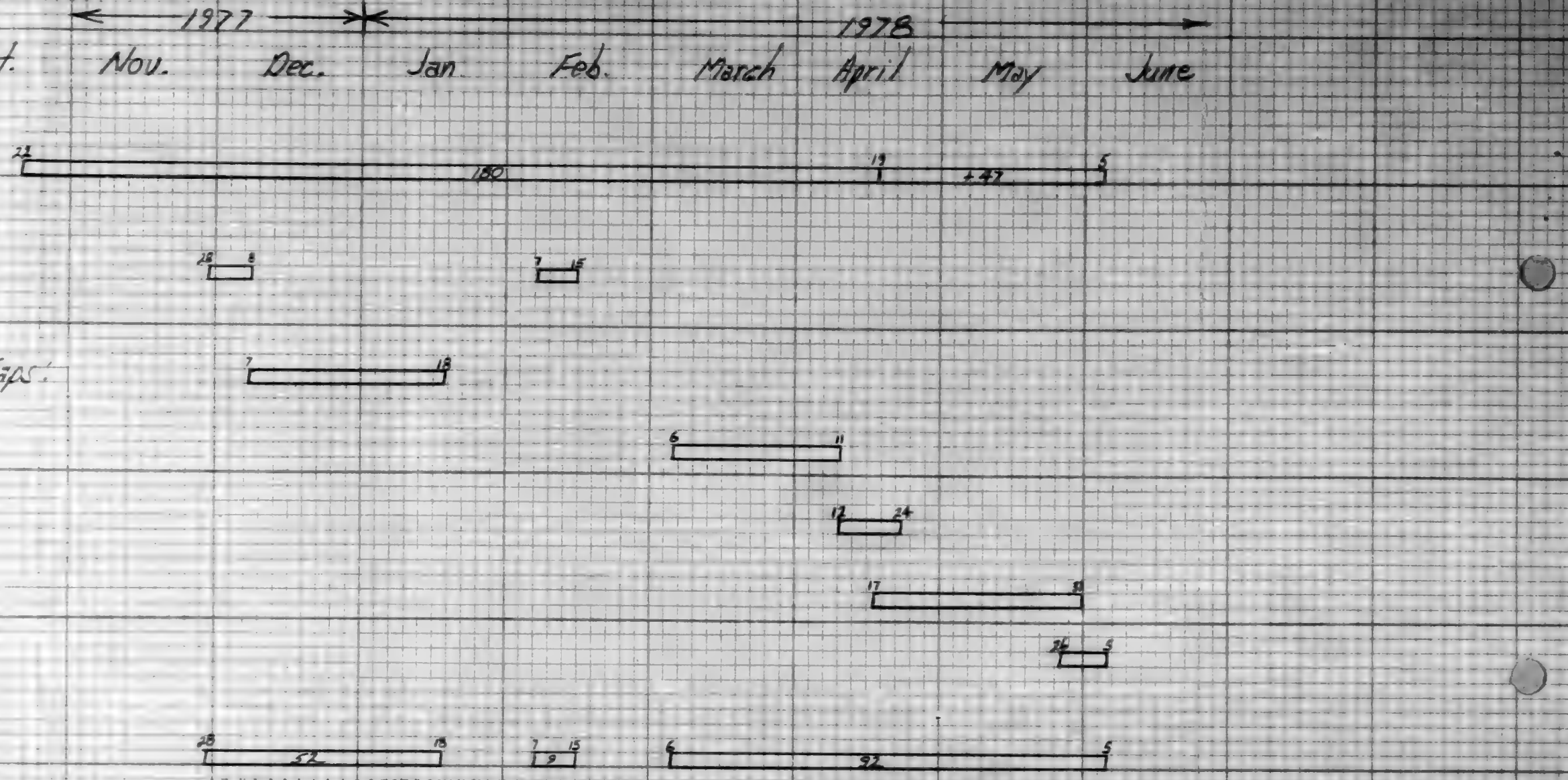
Sidewalks & Railing:



Paving:

Actual Work Time

WORK-TIME RECORD
"A" CANAL BRIDGE
FAU-2301



8605

FORM 01-726-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: "A" Canal Bridge (Klamath Falls)		WEEK ENDING: July 1, 1978
		SECTION PREFIX: 51d-1038
HIGHWAY: FAU 2301		COUNTY: Klamath
NAME OF JOB: "A" Canal Bridge (Klamath Falls)	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8605	FEDERAL AID PROJECT NUMBER: BRM-2301(2)
DATE OF CONTRACT: October 11, 1977	DATE WORK STARTED: November 28, 1977	ESTIMATED COMPLETION DATE: June 5, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 227
PROJECT AUTHORIZATION: $ 175,776.89	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 126
EXCLUSIVE OF ENGINEERING: $ 161,838.63	ENGINEERING AUTHORIZATION: $ 13,938.26	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 151,691.80	ENGINEERING COST TO DATE: $ 16,710.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Engr. 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 6.3 %	PERCENT OF AUTHORIZATION: 120 %	DATE PROJECT WAS COMPLETED: June 5, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Concrete	Traffic Prot.
100	100	100	XXX –	100	100	Fencing 100	Drive Piling 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	Cont'd Seal [illegible]	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	340 C.Y.			490 S.Y.	100 Ton
TOTAL QUANTITIES CORRECTED TO DATE	337 C.Y.			498 S.Y.	123 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	337 C.Y.			498 S.Y.	123 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16301							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Partly Cloudy – Mild			–	
MONDAY	Clear – Mild			–	
TUESDAY	Partly Cloudy – Mild			–	
WEDNESDAY	Cloudy – Showers – Mild			–	
THURSDAY	Cloudy – Showers – Mild			–	
FRIDAY	Clear – Warm			–	
SATURDAY	Clear – Warm			–	

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JUL 3 1978
CONSTRUCTION BRANCH

Keeney, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Two men working on the Semi-final part of this week.

Semi-final submitted to Region Office, Wednesday, June 28, 1978.
This is the final report for the Project.

SIGNED Wayne F. Cobine LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8605

OREGON STATE HIGHWAY DIVISION

Form 82-736-1181

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
City Hall
Klamath Falls, OR 97601
Attention of Roy Bidegary
Public Works Director

Request No. (assigned by staff engineer or head of section) cc1765

Date December 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit - Construction $43,900.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	9,000.00	
		To be transferred to state highway funds for the construction of the "A" Canal (Washington Street) Bridge Section. FAU 2301 - Covered by Agreement #5994.		$34,900.00
		(Special Bridge Replacement Project)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 318-1038-297

Submitted by: Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8605

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
10-33	**FEDERAL-AID PROJECT AGREEMENT**	County Klamath
	10-17-77	Project No. BRM-2301(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., "A" Canal Br. Wash. St. (Klamath Falls)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-7-77	0.0
OTHER *(Specify)*		

FUNDS pro rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 175,777	$ 131,832

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Johnston

Technical Services Engineer
(Title)

By Daniel

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Divisi
Salem, OR October 13, 1977

Federal Aid Project
No. BRM-2301(2)

"A" Canal Br. (Klamath Falls) Section
FAU 2301 (City Street)
Klamath County

Project Agreement Estimate

Type Code X080
Structure, Br.#16301 (Sta. 2+17 to Sta. 4+01)

Mobilization	All Required		$ 15,650.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	54 Sq. Ft.	5.00	270.00
Temporary Barricades	4 Each	10.00	40.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 Lin. Ft.	5.00	375.00
Flagmen	320 Hour	1.00	320.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	20 Cu. Yd.	10.00	200.00
Class "B" or "C" Asphalt Concrete	100 Ton	25.00	2,500.00
12-inch Sewer Pipe	28 Lin. Ft.	15.00	420.00
Concrete Inlets, Type CG-1	1 Each	400.00	400.00
CL-SR Chain Link Fence	25 Lin. Ft.	10.00	250.00
Concrete Walks	130 Sq. Yd.	10.00	1,300.00
Concrete Curbs	6 Cu. Yd.	150.00	900.00
Loose Riprap, Class 50	100 Cu. Yd.	15.00	1,500.00
Bridge Removal Work	All Required		7,500.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	200 Cu. Yd.	10.00	2,000.00
Structure Excavation Below Elevation Shown	20 Cu. Yd.	1.00	20.00
Furnish Pile Driving Equipment	All Required		2,000.00
Furnish 16-inch Prestressed Concrete Piling	804 Lin. Ft.	17.00	13,668.00
Drive Prestressed Concrete Piles	654 Lin. Ft.	1.00	654.00
Structural Concrete, Class 3300 (180 Cu. Yd. at $170)	All Required		26,100.00
4'x30'/35' Prestressed Slabs	26 Each	1,100.00	28,600.00
4'x45'/50' Prestressed Slabs	13 Each	1,950.00	25,350.00
Reinforcement(20,000 lbs at $0.32)	All Required		5,400.00
Three Tube Metal Railing	211 Lin. Ft.	45.00	9,495.00
Asphalt-Rubber Chip Seal	490 Sq. Yd.	11.75	5,757.50
			$154,669.50

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 200.00
	Subtotal	$154,869.50
	Engineering	20,907.50
	Total	$175,777.00

Federal Funds (75%)	$131,832.00
State Funds	43,945.00
Total	$175,777.00

Group 1 100%
Contract No. 8605
Prefix 318-1038

8605

September 30, 1977

City of Klamath Falls
City Council
City Hall
Klamath Falls, OR 97601

ATTN: Mr. Roy Bidegary
Public Works Director

Gentlemen:

On September 29, 1977, a satisfactory bid was received from Douglas S. Coats Construction, P.O. Box 311, Bend, Oregon, 97701 for the A Canal Bridge (Klamath Falls) Section, FAU 2301. This is a Special Bridge Replacement Project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$154,669.50
Temp. Erosion Control	200.00
4½% Contingencies	6,969.13
9% Engineering	13,938.26
ESTIMATED TOTAL COST	$175,776.89

Larry Asbury called Bob - City sent $37,500 on 9/30 S. Remaining is $3,900 37,500 / 41,400 10/5/77 WR

City's Advance Deposit:
25% of $175,776.89 = $43,944.22 or say $43,900.00.

Please make your check in the amount of $43,900.00 payable to the Oregon State Highway Division and send it to Mr. Larry Asburry, Region 4 Federal Aid Engineer, 63055 N. Hwy. 77, P.O. Box 1249, Bend, Oregon, 97701, prior to October 21, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP:lml

bc: w/att. Larry Asburry-Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AB-326 and submit to Finance Branch.

8605

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 13, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 29 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened on September 29 on the following projects:

1. Portland Ave at McKillican St/Hood St (West Linn)
   Oswego Highway
   Clackamas County

   Traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Nehalem St-Columbia River Highway (Clatskanie)
   3rd St SE & Truehaak St SE
   Columbia County

   Grading and paving.

   City streets, 20-25-foot roadway. Existing sidewalks preserved or 5-foot sidewalks to be constructed.

3. Bullards Beach State Park
   Coos County

   Sewage facilities.

   Same as No. 1.

4. "A" Canal Bridge (Klamath Falls)
   Washington Street
   Klamath County

   Grade, pave and structure.

   8-foot sidewalk/bikeway to be constructed on both sides.

5. N Unit, Lake Abert-Valley Falls
   Lakeview-Burns Highway
   Lake County

   Grading and paving.

   22-foot roadway with 2- to 3-foot shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. First Ave-Pacific Highway (Eugene)
   Eugene-Springfield Highway, I-105
   Lane County

   Grading, paving, barriers and signing.

   10-foot shoulders. Parallel facilities exist.

7. Columbia Blvd Interchange
   Columbia Blvd U'xing
   Multnomah County

   Grading, paving and structures.

   An 8-foot Class I bikeway on approaches and structure will be incorporated.

8. NE Broadway at NE 9th Avenue (Portland)
   City Street
   Multnomah County

   Traffic signal installation.

   Same as No. 1.

9. Portland Pavement Marking Project #3
   City Streets
   Multnomah County

   Same as No. 1.

10. Hermiston Hwy-Umatilla/Stanfield Hwy (Hermiston)
Highland Avenue
Umatilla County

Grading and paving

4-foot Class III bikeways will be incorporated.

11. McKay Creek (Shaw) Bridge
FAS Route B579
Umatilla County

Structure

28-foot roadway on approaches and structure.

Same as No. 5.

12. Burnside Bridge (Portland)
City Street
Multnomah County

Deck surfacing

Same as No. 1.

13. Sunset Bay State Park
Coos County

Sewage facilities

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8605

9-7-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM-2301(2)

STATE PROJECT NO.: See below

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70442-1

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	FAU 2301	City street

GENERAL LOCATION:

"A canal Bridge (Klamath Falls) Section"

GENERAL DESCRIPTION OF WORK:

One structure (code X080 miles 0.02)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Temporary erosion control

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-2-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $200,364 - federal funds $150,273.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	"A" Canal Bridge (Klamath Falls) Section Klamath County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 8,100.16	
	Total Participating Cost				$ 8,100.16	
	Prepared Based on Participating Costs as shown on Federal Billing as of 8/17/78					

AMOUNT CARRIED FORWARD.....

GPO 914-021

8605

8

September 6, 1977

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

MISC. CONTRACTS AND AGREEMENTS No. 5994

Attention: Harold Derrah
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Washington Street ("A" Canal) Bridge Section of FAUS Route 2301.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

8605

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 8-28-77

Subject: Federal Aid Project No. BPM-2301( )
Project Name Washington Street - "A" Canal Br.
City of Klamath Falls

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 23rd day of August, 1977

City of Klamath Falls

Certified By:

Regional Right-of-Way Supervisor
Date 8-24-77

Floyd L. Wynne
Mayor
Pro Tem

City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

- 8605 -

8-15-77

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

STATE

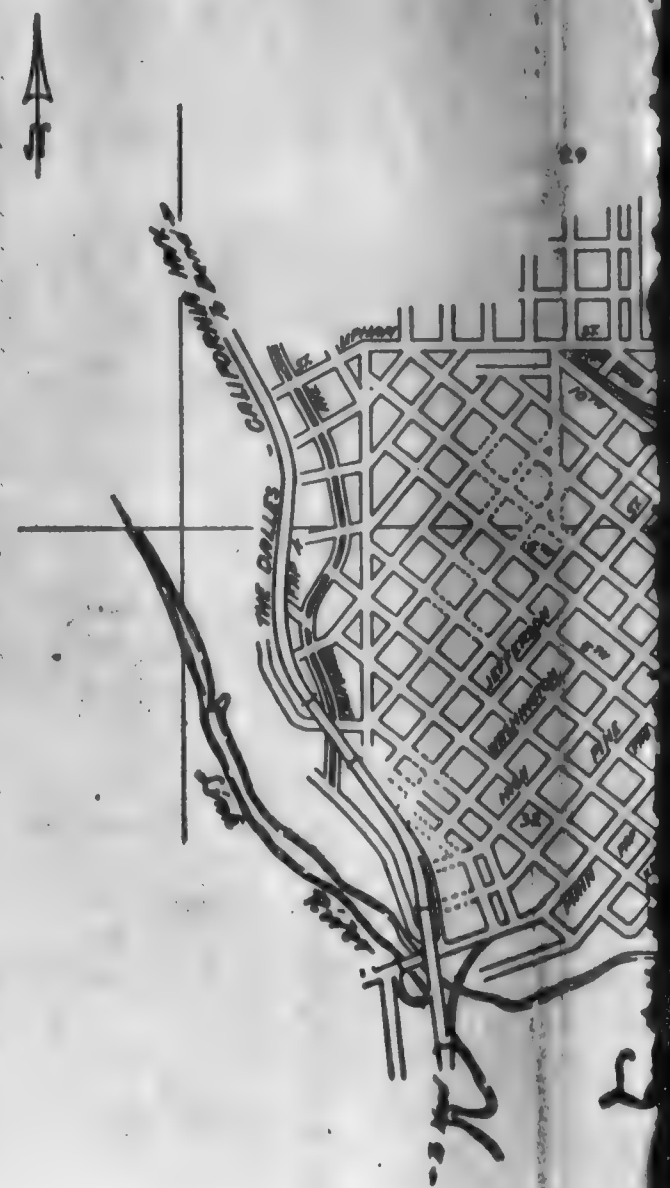
STATE HIG

PLANS FOR

"A" CANAL BRIDGE

FAU 230

KLAM



APPROVED
CITY OF Klamath Falls
BY MAYOR Geo. L. Fitzgerald
BY RECORDER Harold Neal
DATE 8-15-77

STATE OF OREGON

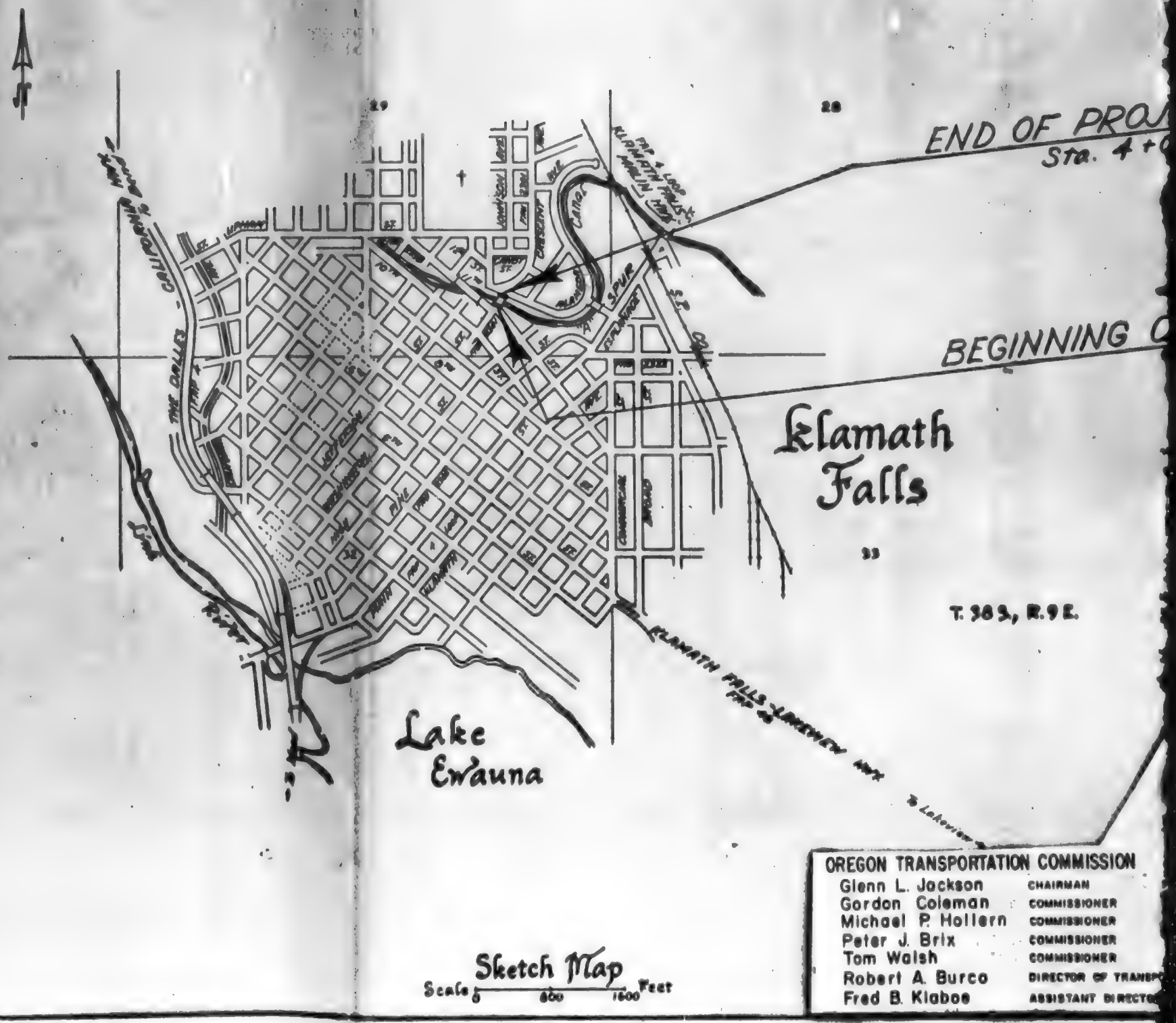
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

"A" CANAL BRIDGE (KLAMATH FALLS) SE

FAU 2301 (CITY STREET)

KLAMATH COUNTY



OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSP
Fred B. Klaboe	ASSISTANT DIRECTO

K Falls.

"A" CANAL BRIDGE (KLAMATH FALLS) SEC. FAU 2301 (CITY STREET) KLAMATH COUNTY				SHEET No. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			No.

FAU

E OF OREGON

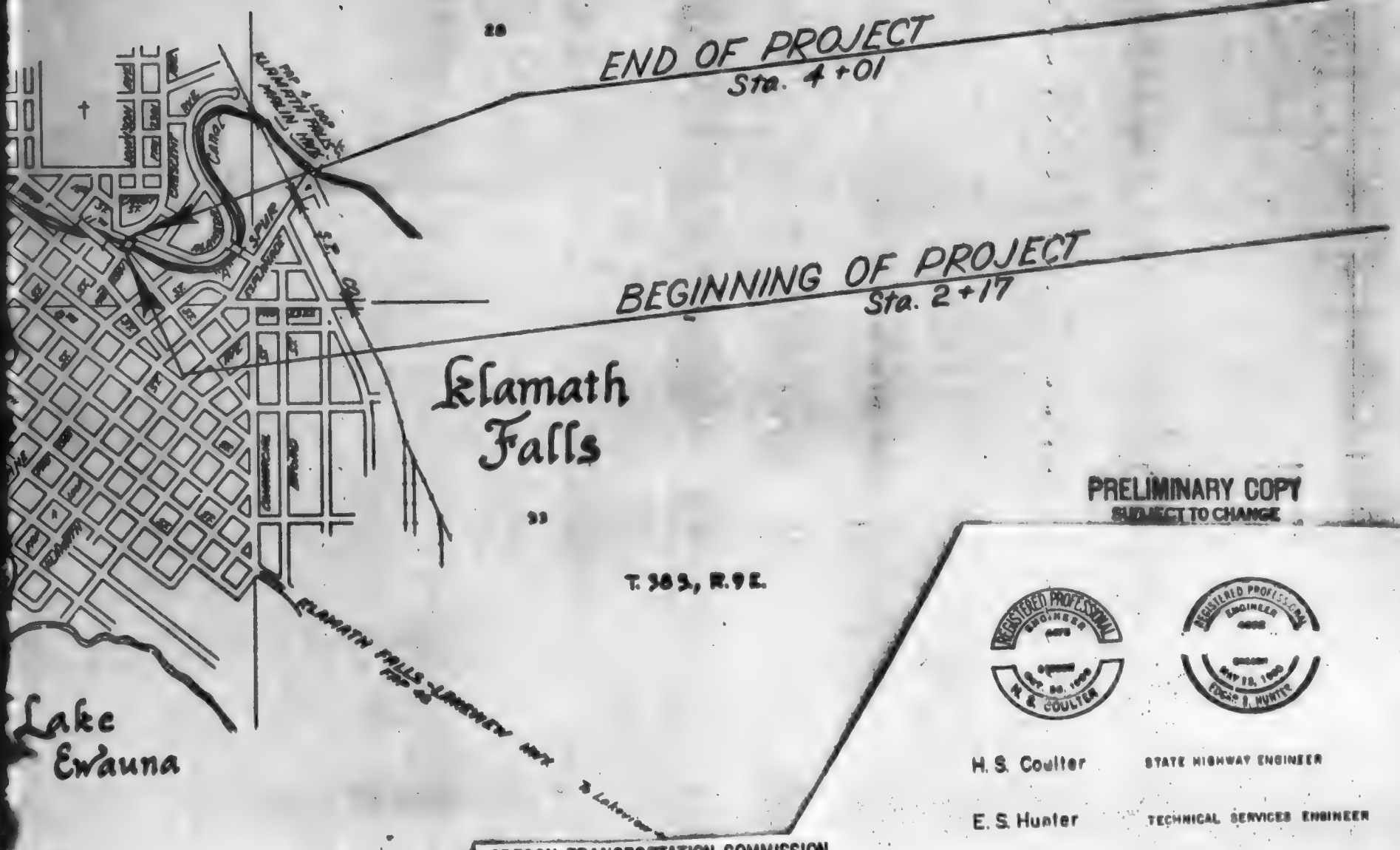
GHWAY DIVISION

R PROPOSED PROJECT

E (KLAMATH FALLS) SEC.

01 (CITY STREET)

MATH COUNTY



Sketch Map

Scale 0 800 1600 Feet

REGISTERED PROFESSIONAL ENGINEER — OREGON — DEC. 30, 1969 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 19, 1970 — EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

8605

FORM 81.784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 28, 1977

FILE: Br. 16301

FROM: L. L. Wallace
Design Engineer,
Structural Section

TO:
Mr. Carl Williams
Regional Engineer

SUBJECT:
Washington St.-"A" Canal
11th St.-Alameda
FAU-2301 City St.
Klamath County
SBR Project

Enclosed are two reduced prints of drawings 32793-32796, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $168,000.

It is planned to call for bids on this section on September 22, 1977.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by August 15, 1977.

TEB:smd
Enclosures

cc Ray Bidegary, (Klamath Falls) /w/ 2 encls.
H. A. Schell /w/ 2 encls.
Specs Unit /w/ 1 encl. plus estimate sheet and designers' notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
County-City Unit
Road Design /w/ 1 encl.
E. J. Dunn /w/ 1 encl.
Ray L. Roberts (K.I.D.) /w/ 1 encl.
R. H. Willms (U.S.Dept. of the Interior) /w/ 1 encl.

Agreement draft to Susa 8/9.
MCH

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 29 1977
File: PM FA LG OP
TAA _____

~~Prang~~ ~~Is this project~~ on schedule of contract lettings?
Yes
Nw 9/1/77 Rp

NOTED
[illegible]OR C. HOL[illegible]

8605 PSK(001) 11

Forgs 81-734-3020

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Portland St.-S.6th St. (Klamath Falls) Date July 6, 1977, 19

Highway "A" Canal Bikeway Authorization No. 1

County Klamath Survey Prefix ~~B15-2201~~ 18-8203
(Assigned by Salem office)

Description of termini, route, length, etc.:

Length: 3.86 miles.

[NOTE: Contract prefix will be 18-8204]

PROJECT MANAGEMENT

PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

AUG 9 1977

File: PM FA
TAA LG OP

Purpose of survey: Prepare Plans, Spec's & Estimates for construction of a Bikeway along the westerly bank of the "A" Canal.

Estimate of cost:

Field	901	10,000
Plans	905	3,000
Bridge	906	5,000
R/W	909	2,000
Soils	910	2,000
Liaison	913	2,000
Location Studies	918	1,000
Specifications	921	1,000
Found. Expl.	926	2,000

50% BOR Funds

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $28,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

P.L. Carstensen
Costs & Records Engr. — Field Engineer

Recommended for Approval:

..... — Regional Engineer

Recommended for Approval:

Frank E. Turpin — Location Engineer

Approved:

E.J. Weiss
Deputy — Assistant State Highway Engineer

SP*19700-734

Major Proj. #7 for BOR Projects

NOTED
FOR RECORD

A B

8605

CITY OF KLAMATH FALLS, OREGON

225 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

June 3, 1977

David S. Fenton
Regional Federal Aid Engineer
Oregon State Highway Div.
P.O. Box 1249
Bend, Oregon 97701

Dear Dave:

We have enclosed a check in the amount of $37,500.00, which is the City's portion (25%) that the State requires before the bids can be received for the construction of the Washington Street Bridge.

If you should have any questions, please do not hesitate to contact this office.

Sincerely,

Ray Bidegary

Ray Bidegary,
Acting Director of Public Works

RB:cf

Encl.

SISTER CITY
ROTORUA, NEW ZEALAND

8605

SBR

Form 81.724.3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 18, 1977

FILE: 16301

FROM: Ted G. Thompson
Supervising Design Engineer

TO: Carl Williams
Regional Engineer

Attn: David S. Fenton
Regional Federal Engineer

SUBJECT: Washington St.-"A" Canal
11th St. and Alameda
FAU 2301 City St.
Klamath County
Bridge No. 16301

Enclosed are 6 reduced prints of Drawing 31475, which is the preliminary plan and elevation for the subject structure developed from a print of the vicinity map supplied by the city. The estimated cost, including an allowance for engineering and contingencies, is $150,000.

These are being sent to you to obtain approval from Klamath Irrigation District, U. S. Bureau of Reclamation, and the City. Please return one set to this office as soon as possible with the above jurisdictions' approval stamped thereon.

TEB: mjv

cc H. A. Schell /w/2 encl.
Road Design /w/1 encl.
County-City Unit

PROJECT MANAGEMENT
MAY 19 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

N

NOTED
M. .INOR C. HOLMES

A.B

8605

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-68)
SP*7304

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
226 S. Fifth Street
Klamath Falls, Oregon 97601
Attention of Mr. Jim Watson
City Manager

Request No. (assigned by staff engineer or head of division) cc-1712

Date April 4, 1977

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,750.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for the "A" Canal Bridge Washington Street in Klamath Falls, FAU 2301. Covered by agreement dated 1/18/77.	1,250.00	
		To Be Retained		$500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $1,750.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 318-1929

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8605 3-2-77 2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM-2301(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70442

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO Rulien
FOR
Info | Lnwes | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-2-77	3-2-77	FAU 2301	City Street

GENERAL LOCATION:

"A" Canal Bridge (Klamath Falls) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work. TEC $7,000 - FF $5,250
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-28-77 letter, I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-2-77	G. K. Hoerner	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8605

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

February 15, 1977

FILE: LOC

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Project Director

SUBJECT: P.E.Agreement
Washington Street
"A" Canal Bridge
Klamath Falls
S.B.R.

A copy of the resolution authorizing the Mayor to sign the P.E. Agreement for this project is enclosed. The signed agreement itself was forwarded previously.

Dave

DSF:pw
Enclosure

Hopkins
Harwell
Holmes ✓
Prange
Unrein
HR

RECEIVED
FEB 16 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
FEB 16 '77
REFER TO: Manager
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

ROUTING SLIP DATE: 2/4/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR 8605	FINANCE (DOT)	PUBLIC AFFAIRS
DEPUTY DIRECTOR	INFORMATION SYSTEMS	SAFETY
ADMINISTRATION (DOT)	LABOR RELATIONS	TRANSPORTATION RESEARCH
CHIEF COUNSEL	OPERATIONS	AERONAUTICS DIVISION
COMMISSION SERVICES	PERSONNEL OPERATIONS	MASS TRANSIT DIVISION
EMPLOYEE DEVELOPMENT	PLANNING	MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RIGHT OF WAY
DEPUTY STATE HWY. ENGINEER	FHWA	ROAD DESIGN
ASSISTANT FOR DESIGN	LANDSCAPE	SIGN SHOP
ASSISTANT FOR OPERATIONS	LOCATION	TRAFFIC ENGINEERING
ASST. FOR RIGHT OF WAY AND DEVELOPMENT	MAINTENANCE	TRAVEL INFORMATION
METROPOLITAN ENGINEER	MATERIALS	UTILITIES ENGINEER
ACCOUNTING (HIGHWAY)	PARKS AND RECREATION	GENERAL FILES
BRIDGE DESIGN	PERMITS & WEIGHMASTER	LIBRARY
CONSTRUCTION	PHOTOCOPY	MAIL ROOM
COUNTY-CITY RELATIONS	PROJECT MANAGEMENT	REGION NO. 4
DATA PROCESSING	RADIO	DISTRICT NO.
ENVIRONMENTAL	RESEARCH	

ATTENTION: Dave Fenton FROM: Local Prog.

COMMENTS:
Request advance deposit when you feel the time is appropiate. Direct to Finance.
Mainor

AD-263

te Highway Division

N OF ADVANCE DEPOSIT

2-4-77

ACCOUNTING ONLY
Reference _____
Invoice No. _____
Date Recd. _____

ls _____

_____

roject Region 4

_____

red by agreement No. 5994

t, etc.) Special Bridge Replacement

Submitted by Responsible Section -

FORM 81-734-3100 (1) ☐ Monthly (2) ☒ Upon Completion (3) ☐ Other _____

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -

Construction Prefix _____ PE Prefix _____

(4) ☐ SCA (7) ☐ Off System

(5) ☐ Urban (8) ☐ Title II, Normal

(6) ☐ FAS-C (9) ☐ Title II, Grade Crossing

Remarks Special Bridge Replacement. 75% federal funds, 25% city match.

Prepared by Mainor C. Holmes Date 2/4/77
Mainor C. Holmes

AD-263

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: Local Government Programs Unit
203 DOT Building

ACCOUNTING ONLY
Reference _____
Invoice No. _____
Date Recd. _____
Deposit Amt. _____

Depositor City of Klamath Falls

Remarks PE advance deposit for design of "A" Canal Bridge

Received by _____

Form 81-734-1382

1605

January 31, 1977

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

Attention: Harold Derrah
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5794

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Washington Street ("A" Canal) Bridge Section of FAU 2301.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

ET
Att.

bc Don Harwell (agreement att.)

8605

8

PRO 6-2

January 28, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. ZEHN

FROM: L. W. Rullen
Program Management Engineer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 70442
Project No. BRM - 2301(1)
"A" Canal Bridge (Klamath Falls) Section
Klamath County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including preliminary engineering by utility forces thru PS&E phase at an estimated total cost of $7,000 with federal funds of $5,250.

DRH:dpy

Attachment

cc: Carl M. Williams - Region 4
G. E. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

1/28/77

CARD														
CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St, "A" Canal Br. Wash. St. (Klamath Falls		ADT	PRESENT 3,700	FUTURE 6,300	YEAR 97	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUFFY ABCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRM-	NUMBER 2301				
CARD 4	CLASS OF FEDERAL FUNDS Speical Bridge Replacement								COUNTY NAME Klamath					
	NAME OF URBAN AREA Klamath Falls								ROUTE NO. U	FEDERAL-AID 2301	STATE City St.	U.S.		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43-46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		"A" Canal Bridge (Klamath Falls) Section	0.02	7,000	5,250		1,750 (City)
5					ROW							
5					CONST (CODE)							
								0.02	7,000	5,250		1,750 (City)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(116) (23) (24) (33) REMARKS

FORM PR-1 (REV. 4-61)

1/28/77

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St, "A" Canal Br. Wash. St. (Klamath Falls	ADT	3,700	6,300	97	10	Oregon	41	115	70442

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUFF. ASCT.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ngineering								BRM-	2301	(1)		

cal Bridge Replacement

Klamath Falls

COUNTY NAME: Klamath — CODE: 035

ROUTE NO. U | FEDERAL-AID: 2301 | STATE: City St. | U.S.: --

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.02	7,000	5,250		1,750 (City)	(Utility preparatory work as required)
OW								
ONST (CODE)		"A" Canal Bridge (Klamath Falls) Section						ROW - 60' normal; Access Control-Full; Parking Restrictions-Complete
	DRH	PROJECT TOTALS	0.02	7,000	5,250		1,750 (City)	

ROVAL DATES

REMARKS

"A" Canal Bridge (Klamath Falls) Section

BRM - 2301(1)

Existing Facility:

Structure -- "A" Canal Bridge #16301, timber structure, length of 100', HC 30' with 5' sidewalks each side.

Adjacent Sections: 30'ft. two lane roadway at each end of structure.

Project Data: Work under this project consists of all phases of preliminary engineering for future construction of a concrete bridge approximately 100' in length, HC 40' with 8' bike/walkway on each side. Preliminary engineering by utility forces as required.

Systems Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None Involved.

FHPM 7-7-2 Requirements: Nonmajor action under paragraph 10e.

IM 50-1-70 Requirements:

(a) State Clearinghouse -- A-95 review exempt under working agreement.

(b) District 11 Clearinghouse -- nonfunctioning.

FPHM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan.

(b) Location/Design -- Not a factor in the development of this project.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant cha planning completed or underway.

Note: This project is in Congressional District No. 2

(Klamath Falls) Section

y:

-- "A" Canal Bridge #16301, timber structure, length of 100', HC 30' with 5' sidewalks each side.

ns: 30'ft, two lane roadway at each end of structure.

Work under this project consists of all phases of pre-ering for future construction of a concrete bridge 00' in length, HC 40' with 8' bike/walkway on each ary engineering by utility forces as required.

Airports, Railroads, Water Developments, Historical Areas: None Involved.

irements: Nonmajor action under paragraph 10e.

irements:

Clearinghouse -- A-95 review exempt under working ment.

ict 11 Clearinghouse -- nonfunctioning.

irements:

c Hearings -- Not required under Oregon Action Plan.

ion/Design -- Not a factor in the development of this ct.

irements: Urban Transportation Planning not applica-ect will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Note: This project is in Congressional District No. 2

8605

8

DATE: January 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Special Bridge Replacement Projects

On the Consent Calendar for the January 18 meeting will be two requests for projects under the Special Bridge Replacement Program.

The City of LaGrande is requesting a preliminary engineering project to prepare plans, specifications and estimates for replacement of the 2nd Street Viaduct to carry traffic over the Union Pacific Railroad tracks. The existing structure has been considered deficient for many years, and was closed to traffic for a period of time a few years ago. At that time it was necessary to make repair and reopen the structure as a result of our reconstruction of the railroad undercrossing known as "Old Leaky" on the Wallowa Lake Highway.

A preliminary engineering project to prepare plans, specifications and estimates for replacement of a deficient bridge over "A" Canal on Washington Street is the request from the City of Klamath Falls. Deterioration of the existing structure has necessitated imposing a load limit which has closed the bridge to student buses in and out of Klamath Union High School, Fire Department equipment and other similar traffic. Safety factors and the time loss in rerouting the buses has prompted endorsement of the project by the Superintendent of Klamath Falls Public Schools.

The preliminary and eventual reconstruction of these projects will be financed through the Special Bridge Replacement Program with 75 percent federal funds and 25 percent City matching funds.

When the design work is completed it will be necessary to request your approval for actual construction of the projects.

These projects have been investigated in depth and are eligible for federal-aid funding under the Special Bridge Replacement Program. I recommend your approval and request authority to enter into project agreements following negotiations.

MGH:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
L. E. George
V. E. Skoog
George Bell
R. W. Ellison
C. M. Williams
W. E. Schwartz
D. N. Harwell

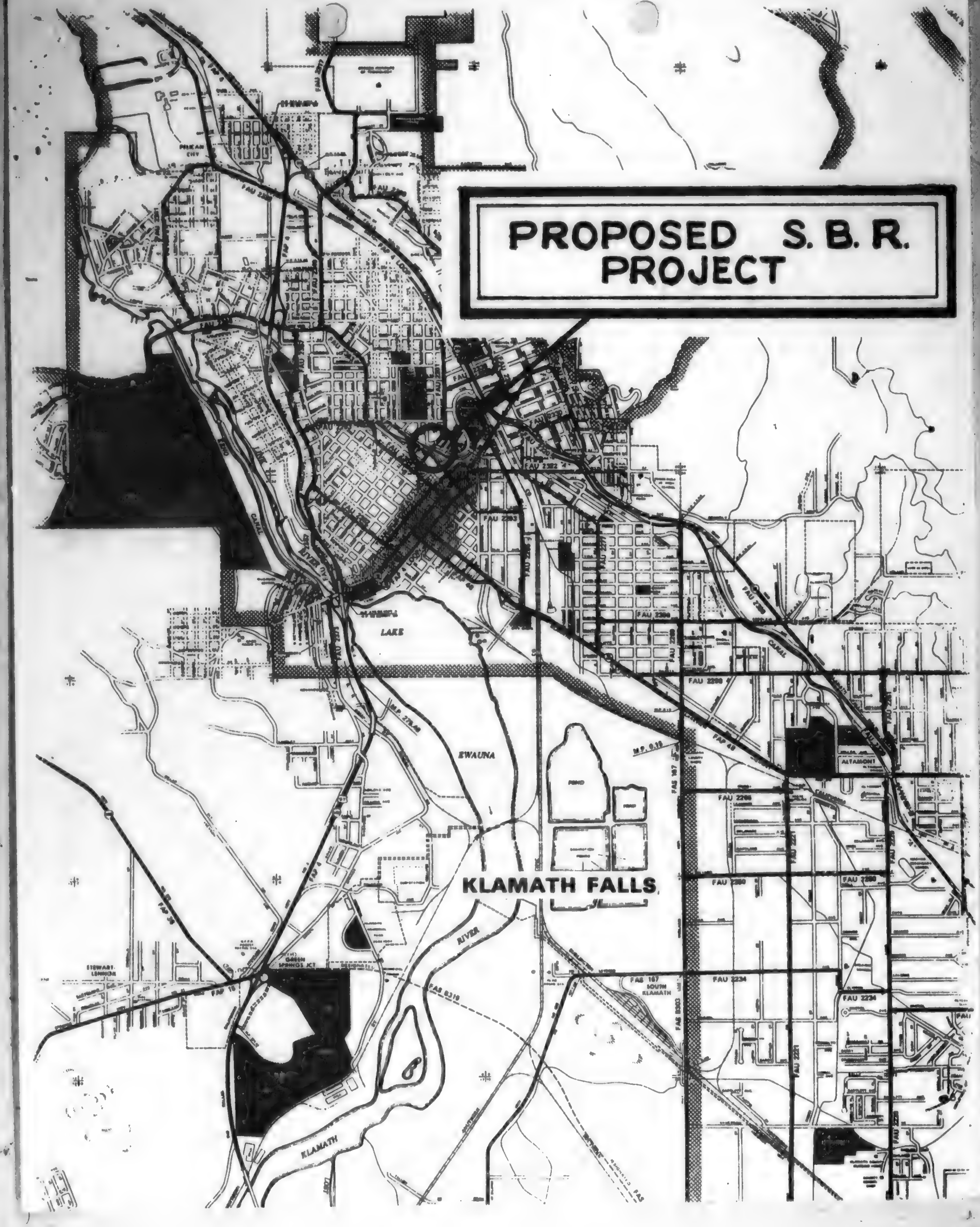
PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECT
City of Klamath Falls

"A" Canal Bridge
Washington Street, FAU 2301
Preliminary Engineering
$7,000

This project consists of all the preliminary engineering necessary to prepare plans, specifications and estimates for future construction of a concrete structure over "A" Canal on Washington Street in the City of Klamath Falls.

State will perform the preliminary engineering work, including design of the structure.

77-a
1/7/77


PROPOSED S. B. R.
PROJECT
KLAMATH FALLS
EWAUNA
LAKE
KLAMATH
RIVER
ALTAMONT
SOUTH KLAMATH
STEWART LONGMIRE
GREEN SPRINGS JCT
FAU 2282
FAU 2283
FAU 2284
FAU 2285
FAU 2286
FAU 2287
FAU 2288
FAU 2289
FAU 2290
FAU 2234
FAU 2221
FAS 187
FAS 6319
FAP 39
FAP 10
FAP 1
M.P. 27.8-A
M.P. 0.00
LEVEE
CANAL

8605

SBRP

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

January 4, 1977

FILE: 318-1910

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Program Engineer

SUBJECT: P.E.Request
Washington St. "A" Canal Bridge
Klamath Falls
FAU 2301

The City, in the enclosed letter, requests that OSHD perform P.E. for this bridge and that the P.E. costs be funded under the Special Bridge Replacement Program. Some preliminary work has been done, as you know, and the City is aware that they must fund 25% of P.E. costs under the SBRP.

We recommend approval of their request.

David S. Fenton

DSF:pw
cc: Walt Hart
Enclosure

1-6-77
JOHN WOODS SAYS THIS JOB IS #16 OUT OF 27. ON SOEP LIST.
HEZ

4,500 Design
500 Cont.
7,000 PE = 1,750 City . 5,250 Fed.
170,000 Constr. = 42,500 City . 127,500 Fed.
$177,000 Proj. = 44,250 City . 132,750 Fed.

PROJECT MANAGEMENT
JAN - 5 '77
REFER TO
FOR
Take | Investigate | R/D | Action | File | Letter | See me

8605

Klamath Falls
Sp. Br. Replacement

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

December 28, 1976

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Ray Bidegary
Acting Director of Public Works
City Hall
Klamath Falls, OR 97601

Dear Ray:

The Special Bridge Replacement Program funds have all been committed for this year - to a bridge in LaGrande that was in even worse shape than your Washington Street "A" Canal bridge. There is an excellent chance that your bridge could be funded next season, and a remote chance that it could yet be funded this season, if your bridge is designed and ready to go as soon as funds become available.

12-29-76
Called Dave and discussed SBRP again
H

If you want to use this program, you must first decide who is to design the bridge. If you want it to be us, tell us, and we will write up a Project Agreement. After we all sign that, you will be required to deposit 25% of estimated preliminary engineering costs with us. When we receive your check, we will begin design. Once design is completed, we have to wait until the program funds become available again.

Let us know what you would like to do.

Yours very truly,

David S. Fenton
Regional Federal Aid Engineer

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
JAN 4 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

DSF:pw
cc: George Hopkins
Walt Hart

PROJECT MANAGEMENT SECTION
DEC 29 '76
REFER TO
FOR
See me
Letter
File
Action
R/D
Investigate
Take ✓

Form 81-734-3122

Form 81-734-3080 8605

11

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Washington Street Bridge "A" Canal

Highway FAU 2301 City Street

County Klamath

Date December 15, 1976

Authorization No. 1

Survey Prefix 318-1929 (Assigned by Salem office)

Description of termini, route, length, etc.:

M.P. 00.14 - City of Klamath Falls

Four Span Timber Structure w/concrete caps, solumns and footings.

Length 102 feet, Roadway width 30 feet 2/2 5 foot sidewalks
Bridge No. 62001

Purpose of survey:

Prepare plans, specifications and estimate of cost for a high priority bridge replacement.

BRM-2301(1)

Estimate of cost:

Bridge Design	906	6,500
Specifications	921	500

SBRP

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: Field Engineer

Recommended for Approval: Location Engineer

Recommended for Approval: Regional Engineer

Approved: Deputy ~~State~~ State Highway Engineer

SP*19760-734

3-2-77
SBRP

NOTED
M. MORC. HOLMES

8605

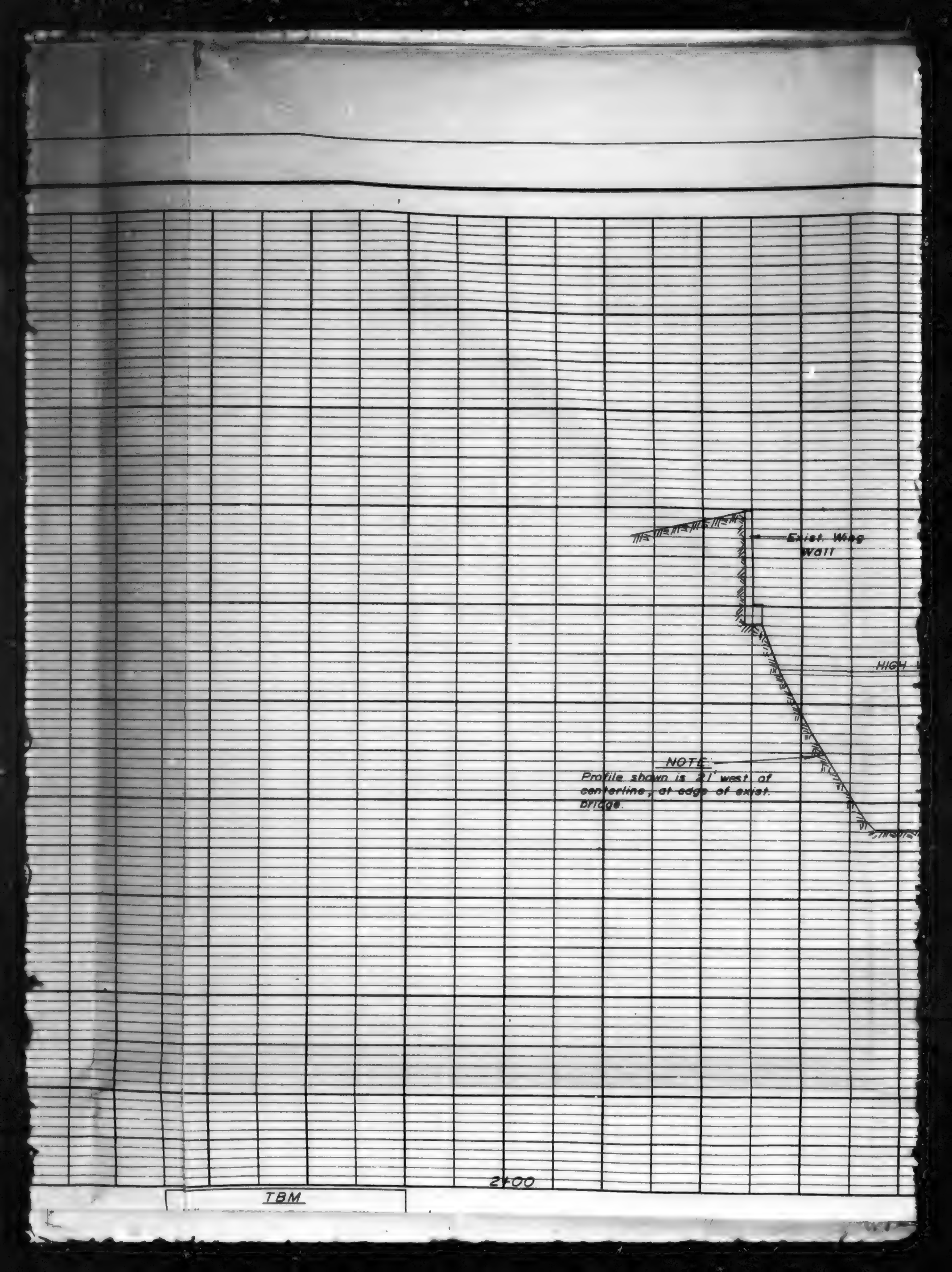
lo-76

4150

4140

4130

4120


Exist. Wing Wall
HIGH
NOTE
Profile shown is 21' west of centerline, at edge of exist. bridge.
2+00
TBM

4+00

5+00

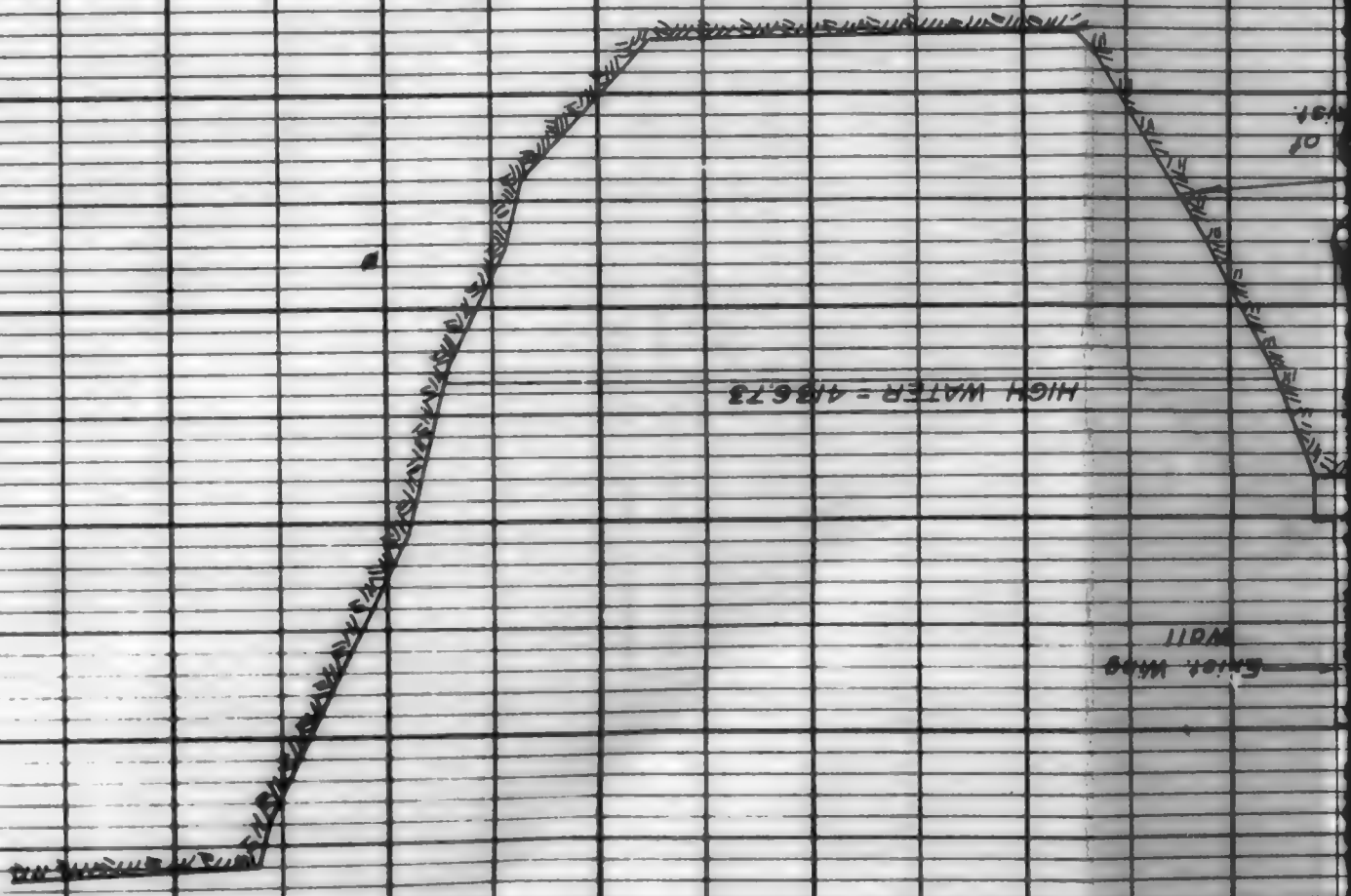


PLATE I PLAN - PROFILE B P R STANDARD
Eugene Dietzgen Co., Chicago - New York

TBM

"R" in COREY on FH on the NE cor

RECEIVED
NOV 8 1976
BRIDGE SECTION

PROFILE NOTE BOOK No.		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
	B. M.'s NOTED		
	STRUCTURE NOTATIONS CHECKED		

TBM
"X" in COREY on FH
of N. 11th ST. & WASH
U.S.C. & G.S. ELE
4144.34

STORE

Concrete Walk

WASHINGTON ST.

Stop
Sign

W W W W

Concrete Walk

Concrete Walk

2+00

3+0

TBM

"+" in CCOREY on FH on the SW cor. of N. 11th ST. & WASHINGTON ST.

U.S.C. & G.S. ELEVATION

4144.34

STREET

STORE

Concrete Walk

Store Sign

Water Valve

Power Pole

Lamp Pole

ST.

Telephone Pole

Wire Fence

Pipe Inv = 4138.60

Catch Basin

10" Pipe

Stop Sign

Concrete Walk

Store Sign

Power Pole

Water Valve

Fire Hydrant

Tree

Concrete Walk

Power Pole

Gate

NOTE:

U.S.B.R. R.O.W. Brass Cap (75' out from Sta 81+43.6) is located South and East from intersection Sta 2+00

Telephone Pole

Stop Sign

Concrete Walk

Wire Fence

N 11th

3+00

4+00

TBM

"R" in COREY on FH on
of CRESCENT ST. & W

U.S.C. & G.S. EL
4151.89

12" C. Tree

Wire Fence

Pipe Inv. = 4143.8±

Water Valves

Concrete Walk

Catch Basin

4+19.42

Manhole

Concrete Walk

Telephone Pole

Asphalt Parking Area

ALAMEDA

Water Valve

Fire Hydrant

Steps

Stop Sign

Concrete Walk

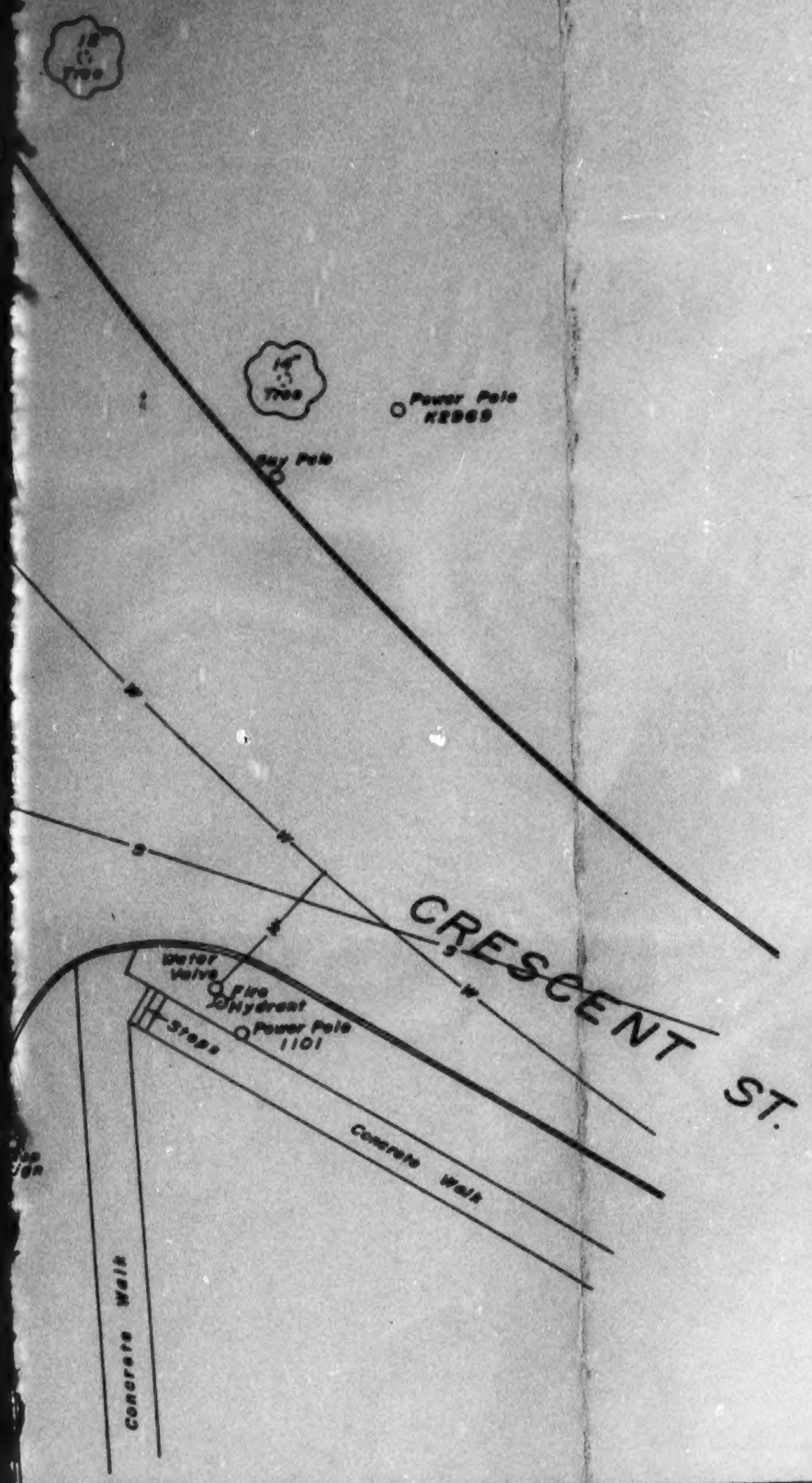
REVISIONS			
MK.	BY	DATE	DESCRIPTION

TBM

"B" in CORE'Y on FH on the NE cor. of CRESCENT ST. & WASHINGTON ST.

U.S.C. & G.S. ELEVATION

4151.89



REVISIONS	
DATE	DESCRIPTION

WASHINGTON STREET BRIDG

Over "A" Canal btwn N11th St. & The Alameda

SCALE: H-1"=20'	DATE: Oct., 1976	SHEET 1 OF
DESIGNED:	CITY OF KLAMATH FALLS	FILE
DRAWN BY:	DEPT. OF PUBLIC WORKS	656
CHECKED BY:	KLAMATH FALLS, OREGON	

PLAN			BY	
NOTE BOOK	SURVEYED			
No.	PLOTTED			
	ALIGNMENT CHECKED			
	EL. OF WAY CHECKED			DATE

ST.

WASHINGTON STREET BRIDGE

Over "A" Canal btwn N11th St. & The Alameda

SCALE: H-1"=20'	DATE: Oct. , 1976	SHEET 1 OF 1
DESIGNED:	CITY OF KLAMATH FALLS	FILE NO.
DRAWN BY:	DEPT. OF PUBLIC WORKS	656
CHECKED BY:	KLAMATH FALLS, OREGON	

CONTINUED

ON REEL #195

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: Contract Number

Index:

INDEXING: Begins with 8568 Ends with: 8605

FLASH CARDS:

Remarks:

Reel No. 194 Reduction Ration 21 X Project No.

Camera: Name Bell & Howell Model File Master Film 16 mmm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 21 day of July 19 88 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Joseph A. Wakal